

FISCAL YEAR 2023 STATUS REPORT

November 14, 2023

Liberty Resources, Inc., et al. v. City of Philadelphia, No. 19-3846 (E.D. Pa.)

Philadelphia Department of Streets

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Curb Ramps Installed or Upgraded and Deemed Compliant

* Locations with TIF

TOTAL RAMPS FOR THE YEAR 2023: 557

Streets Cityworks Work Order ID: 1006116

Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
S BROAD ST & McKEAN ST		611	12/14/2022

Streets Cityworks Work Order ID: 1025325

Total number of ramps on this Work Order: 10

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
FERNDALE ST & RHAWN ST		N/A	11/15/2022
JACKSON ST & VISTA ST		N/A	11/15/2022
MIDVALE AVE & RIDGE AVE		3009/4011	11/15/2022
S 47TH ST & CEDAR AVE		N/A	11/15/2022
S 7TH ST & CATHARINE ST		N/A	11/15/2022
W GLENWOOD AVE & W YORK ST		N/A	11/15/2022

Streets Cityworks Work Order ID: 1027303

Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
KINGSLEY CT & RIDGE AVE		N/A	7/6/2022

Streets Cityworks Work Order ID: 1028274

Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
S 22ND ST & SANSOM ST*		N/A	1/11/2023

Streets Cityworks Work Order ID: 1028846

Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
N 11TH ST & HAMILTON ST*		N/A	11/30/2022

Streets Cityworks Work Order ID: 1061548

Total number of ramps on this Work Order: 3

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
MAIN ST & RIDGE AVE	SWC	SR3009	6/1/2023

Streets Cityworks Work Order ID: 1097031**Total number of ramps on this Work Order: 34**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
CARSON ST & MAIN ST	NWC	N/A	5/23/2023
N 11TH ST & HAMILTON ST	NWC	N/A	5/23/2023
N 15TH ST & DIAMOND ST	NEC, NWC	N/A	5/23/2023
N 17TH ST & W NORRIS ST	SWC	N/A	5/23/2023
N 20TH ST & FAIRMOUNT AVE	NEC, NWC	N/A	5/23/2023
N 22ND ST & CHERRY ST	NWC	N/A	5/23/2023
N 22ND ST & JEFFERSON ST	NWC	N/A	5/23/2023
N 24TH ST & DIAMOND ST	SWC	N/A	5/23/2023
N 4TH ST & RACE ST	SEC	N/A	5/23/2023
N 5TH ST & W SOMERSET ST	NWC, SWC	N/A	5/23/2023
PORTER ST & W MOYAMENSING AVE	NWC	N/A	5/23/2023
S 18TH ST & MANNING ST	SEC	N/A	5/23/2023
S 18TH ST & WASHINGTON AVE	NEC	N/A	5/23/2023
S 22ND ST & FEDERAL ST	SEC	N/A	5/23/2023
S 22ND ST & SANSOM ST	NWC	N/A	5/23/2023
S 22ND ST & SPRUCE ST	NEC	N/A	5/23/2023
S 26TH ST & SOUTH ST	NWC	N/A	5/23/2023

Streets Cityworks Work Order ID: 1097086**Total number of ramps on this Work Order: 15**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
MASCHER ST & W ROCKLAND ST	SWC	N/A	5/23/2023
N 10TH ST & W OXFORD ST	NWC	N/A	5/23/2023
N 20TH ST & GREEN ST	SWC	N/A	5/23/2023
N 20TH ST & WALLACE ST	SEC	N/A	5/23/2023
N 23RD ST & GREEN ST	SEC	N/A	5/23/2023
N 7TH ST & W NORRIS ST	SEC	N/A	5/23/2023
CHRISTIAN ST & GRAYS FERRY AVE	SEC	N/A	5/23/2023
S 2ND ST & GREENWICH ST	SEC	N/A	5/23/2023
S BONSALL ST & LOCUST ST	NEC	N/A	5/23/2023

Streets Cityworks Work Order ID: 1103504**Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
N 52ND ST & RACE ST	SWC	3017	6/28/2023

Streets Cityworks Work Order ID: 575095**Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
E ROOSEVELT BLVD & RYAN AVE	SEC, NEC	6001	5/17/2023

Streets Cityworks Work Order ID: 657400 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
FRANKFORD AVE & MERCER ST		2007	11/30/2022
SHACKAMAXON & W THOMPSON ST		2007	11/30/2022

Streets Cityworks Work Order ID: 672372 **Total number of ramps on this Work Order: 20**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
BATTERSBY ST & PRINCETON AVE		N/A	12/9/2022
BROUS AVE & PRINCETON AVE		N/A	12/9/2022
BROUS AVE & TYSON AVE		N/A	12/9/2022
HAWTHORNE ST & PRINCETON AVE *		N/A	12/9/2022
PRINCETON AVE & SACKETT ST		N/A	12/9/2022

Streets Cityworks Work Order ID: 673068 **Total number of ramps on this Work Order: 39**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
ALDINE ST & CRISPIN ST		N/A	1/14/2023
ALDINE ST & ROWLAND AVE		N/A	1/14/2023
ASHVILLE ST & CRISPIN ST		N/A	1/14/2023
BLEIGH AVE & CRISPIN ST		N/A	1/14/2023
BLEIGH AVE & ROWLAND AVE		N/A	1/14/2023
CHIPPENDALE AVE & CRISPIN ST		N/A	1/14/2023
CRISPIN ST & DECATUR ST		N/A	1/14/2023
CRISPIN ST & LANSING ST		N/A	1/14/2023
CRISPIN ST & MERIDIAN ST		N/A	1/14/2023
CRISPIN ST & RHAWN ST		70	1/14/2023
CRISPIN ST & RYAN AVE		N/A	1/14/2023
CRISPIN ST & SHEFFIELD AVE		N/A	1/14/2023
CRISPIN ST & SHELMIRE AVE		N/A	1/14/2023
CRISPIN ST & TUDOR ST		N/A	1/14/2023
CRISPIN ST & VISTA ST		N/A	1/14/2023
ROWLAND AVE & RYAN AVE		N/A	1/14/2023
ROWLAND AVE & TUDOR ST		N/A	1/14/2023

Streets Cityworks Work Order ID: 678340 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
S LAMBERT ST & PORTER ST	NWC	N/A	6/28/2023

Streets Cityworks Work Order ID: 683679 **Total number of ramps on this Work Order: 3**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
W CUMBERLAND DR & RIDGE AVE		13	7/20/2022
W DAUPHIN DR & GREENLAND DR		N/A	7/20/2022
W HUNTINGDON DR & RIDGE AVE		13	7/20/2022

Streets Cityworks Work Order ID: 710899 **Total number of ramps on this Work Order: 24**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
ALCOTT ST & BINGHAM ST		N/A	11/22/2022
ANCHOR ST & BINGHAM ST		N/A	11/22/2022
BENNINGTON ST & VAN KIRK ST		N/A	11/22/2022
BINGHAM ST & CARVER ST		N/A	11/22/2022
BINGHAM ST & E CHELTENHAM AVE		N/A	11/22/2022
BINGHAM ST & E GODFREY AVE		N/A	11/22/2022
BINGHAM ST & ROSALIE ST		N/A	11/22/2022
BINGHAM ST & VAN KIRK ST		N/A	11/22/2022
LAWNDALE ST & VAN KIRK ST		N/A	11/22/2022

Streets Cityworks Work Order ID: 716418 **Total number of ramps on this Work Order: 8**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
N 33RD ST & W DAUPHIN DR		13	7/20/2022
N 33RD ST & W OXFORD ST		13	7/20/2022

Streets Cityworks Work Order ID: 733781 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
N 68TH ST & LEBANON AVE		N/A	7/21/2022

Streets Cityworks Work Order ID: 748444 **Total number of ramps on this Work Order: 17**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
N 10TH ST & W YORK ST		N/A	7/20/2022
N 11TH ST & W CUMBERLAND ST		N/A	7/20/2022
N 12TH ST & W CUMBERLAND ST		N/A	7/20/2022
N 12TH ST & W YORK ST		N/A	7/20/2022
N 7TH ST & W YORK ST		N/A	7/20/2022
N 8TH ST & GERMANTOWN AVE		N/A	7/20/2022
N FRANKLIN ST & W SUSQUEHANNA AVE		N/A	7/20/2022

Streets Cityworks Work Order ID: 764062 **Total number of ramps on this Work Order: 23**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
BAKER ST & DUPONT ST*		N/A	11/30/2022
BAKER ST & KRAMS AVE		N/A	11/30/2022
BAKER ST & LEVERINGTON AVE*		N/A	11/30/2022
BAKER ST & MALLORY ST		N/A	11/30/2022
BAKER ST & RIPKA ST		N/A	11/30/2022
GREENOUGH ST & WILDE ST		N/A	11/30/2022
HIGH ST & MALLORY ST		N/A	11/30/2022
LEVERINGTON AVE & WILDE ST		N/A	11/30/2022
MALLORY ST & WILDE ST		N/A	11/30/2022
RIPKA ST & WILDE ST*		N/A	11/30/2022

Streets Cityworks Work Order ID: 768948 **Total number of ramps on this Work Order: 8**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
N 57TH ST & VINE ST		N/A	12/27/2022
N 58TH ST & VINE ST		N/A	12/27/2022
N 59TH ST & VINE ST		N/A	12/27/2022

Streets Cityworks Work Order ID: 818839 **Total number of ramps on this Work Order: 16**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
FOUNTAIN ST & FOWLER ST		N/A	11/30/2022
FOUNTAIN ST & MANAYUNK AVE		N/A	11/30/2022
FOUNTAIN ST & SHELDON ST		N/A	11/30/2022
FOUNTAIN ST & SILVERWOOD ST		N/A	11/30/2022
FOUNTAIN ST & SMICK ST		N/A	11/30/2022
FOUNTAIN ST & TIBBEN ST		N/A	11/30/2022

Streets Cityworks Work Order ID: 823069 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
N 12TH ST & FILBERT ST	NEC, SEC	N/A	6/28/2023

Streets Cityworks Work Order ID: 834145 **Total number of ramps on this Work Order: 3**

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
AMBER ST & E PACIFIC ST		N/A	12/9/2022
AMBER ST & E VICTORIA ST		N/A	12/9/2022
AMBER ST & PICKWICK ST		N/A	12/9/2022

Streets Cityworks Work Order ID: 834394			Total number of ramps on this Work Order: 6
Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
E BRINGHURST ST & WAKEFIELD ST	NWC, NEC	N/A	6/26/2023
E CLAPIER ST & WAKEFIELD ST	NWC	N/A	6/26/2023
SHELDON ST & STENTON AVE	NWC	N/A	6/26/2023
Streets Cityworks Work Order ID: 867112			Total number of ramps on this Work Order: 2
Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
NARCISSUS RD & NORMANDY DR		N/A	11/22/2022
NEPTUNE RD & NORMANDY DR		N/A	11/22/2022
Streets Cityworks Work Order ID: 867922			Total number of ramps on this Work Order: 1
Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
ARNOLD ST & VERREE RD		N/A	7/26/2022
Streets Cityworks Work Order ID: 869167			Total number of ramps on this Work Order: 5
Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
CRAIG ST & DECATUR ST		N/A	3/22/2023
CRAIG ST & RHAWN ST		N/A	3/22/2023
FULLER ST & LEON ST*		N/A	3/22/2023
Streets Cityworks Work Order ID: 918464			Total number of ramps on this Work Order: 4
Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
CHEROKEE ST & W DUVAL ST	NWC	N/A	6/28/2023
CHEROKEE ST & W POMONA ST	NWC, NEC, SWC	N/A	6/28/2023
Streets Cityworks Work Order ID: 921944			Total number of ramps on this Work Order: 26
Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
S 67TH ST & ELMWOOD AVE		3021	9/20/2022
S 69TH ST & ELMWOOD AVE		3021	9/20/2022
S 70TH ST & ELMWOOD AVE*		3021	9/20/2022
S 70TH ST & GRAYS AVE*		N/A	9/20/2022

Streets Cityworks Work Order ID: 941501				Total number of ramps on this Work Order: 1
Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance	
N FRANKLIN ST & VINE ST	SEC	2676	5/31/2023	
Streets Cityworks Work Order ID: 972365				Total number of ramps on this Work Order: 1
Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance	
S 41ST ST & MARKET ST		N/A	8/4/2022	
Streets Cityworks Work Order ID: 982839				Total number of ramps on this Work Order: 3
Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance	
CHARLES ST & MAGEE AVE	NEC	N/A	6/6/2023	
FRANKFORD AVE & WELLS ST	NEC, SEC	13	6/6/2023	
Streets Cityworks Work Order ID: 988234				Total number of ramps on this Work Order: 2
Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance	
S 19TH ST & SNYDER AVE		N/A	11/30/2022	
Streets Cityworks Work Order ID: 996957				Total number of ramps on this Work Order: 5
Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance	
S 21ST ST & OREGON AVE		N/A	4/5/2023	

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
BELFIELD AVE & HIGH ST	NEC	N/A	6/30/2022
BELFIELD AVE & HIGH ST	NEC	N/A	6/30/2022
BOYER ST & E HAINES ST		N/A	11/10/2022
BOYER ST & E HAINES ST		N/A	11/10/2022
BOYER ST & E HAINES ST		N/A	4/15/2023
BOYER ST & E HAINES ST	SWC	N/A	6/30/2022
E CHELTEN AVE & MUSGRAVE ST		N/A	11/10/2022
E CHELTEN AVE & MUSGRAVE ST	NWC	N/A	6/30/2022
E CHELTEN AVE & MUSGRAVE ST	NEC	N/A	6/30/2022
CHURCH LN & MUSGRAVE ST		N/A	11/10/2022
CHURCH LN & MUSGRAVE ST		N/A	11/10/2022
CHURCH LN & MUSGRAVE ST	NWC	N/A	6/30/2023
CHURCH LN & MUSGRAVE ST	NWC	N/A	6/30/2023
BOYER ST & E CHELTEN AVE		N/A	11/10/2022
BOYER ST & E CHELTEN AVE		N/A	11/10/2022
BOYER ST & E CHELTEN AVE		N/A	1/30/2023
BOYER ST & E CHELTEN AVE		N/A	4/15/2023
BOYER ST & E CHELTEN AVE	NWC	N/A	6/30/2023
BOYER ST & E CHELTEN AVE	SWC	N/A	6/30/2023
E GOWEN AVE & TEMPLE RD		N/A	3/18/2022
FAYETTE ST & E PHIL ELLENA ST		N/A	11/10/2022
E GOWEN AVE & WILLIAMS AVE		N/A	11/10/2022
E GOWEN AVE & WILLIAMS AVE		N/A	11/10/2022
E GOWEN AVE & WILLIAMS AVE		N/A	11/10/2022
E GOWEN AVE & WILLIAMS AVE		N/A	11/10/2022
E GOWEN AVE & WILLIAMS AVE		N/A	11/10/2022
E GOWEN AVE & WILLIAMS AVE		N/A	4/15/2023
E GOWEN AVE & WILLIAMS AVE		N/A	4/15/2023
E MOUNT PLEASANT AVE & PICKERING AVE		N/A	11/10/2022
GREENWOOD ST & PICKERING AVE		N/A	11/10/2022
GREENWOOD ST & PICKERING AVE		N/A	11/10/2022
GREENWOOD ST & PICKERING AVE		N/A	11/10/2022
GREENWOOD ST & PICKERING AVE		N/A	1/30/2023
GREENWOOD ST & PICKERING AVE		N/A	4/15/2023
E MOUNT AIRY AVE & PICKERING AVE		N/A	11/10/2022
E MOUNT AIRY AVE & PICKERING AVE		N/A	11/10/2022
E MOUNT AIRY AVE & PICKERING AVE		N/A	11/10/2022
BAYARD ST & ROUMFORT RD		N/A	11/10/2022

E GOWEN AVE & MICHENER AVE	N/A	11/10/2022
E GOWEN AVE & MICHENER AVE	N/A	11/10/2022
E GOWEN AVE & MICHENER AVE	N/A	11/10/2022
E GOWEN AVE & MICHENER AVE	N/A	4/15/2023
ROUMFORT RD & TEMPLE RD	N/A	11/10/2022
N 20TH ST & 67TH AVE	N/A	11/10/2022
BELFIELD AVE & E WALNUT LN	N/A	11/10/2022
BELFIELD AVE & E WALNUT LN	N/A	11/10/2022
BELFIELD AVE & E WALNUT LN	N/A	11/10/2022
PICKERING AVE & VERNON RD	N/A	11/10/2022
PICKERING AVE & VERNON RD	N/A	11/10/2022
PICKERING AVE & VERNON RD	N/A	11/10/2022
PICKERING AVE & VERNON RD	N/A	11/10/2022
PICKERING AVE & VERNON RD	N/A	11/10/2022
PICKERING AVE & VERNON RD	N/A	11/10/2022
ROUMFORT RD & WILLIAMS AVE	N/A	11/10/2022
ROUMFORT RD & WILLIAMS AVE	N/A	11/10/2022
FAYETTE ST & VERNON RD	N/A	11/10/2022
FAYETTE ST & VERNON RD	N/A	11/10/2022
EMLN ST & PELHAM RD	N/A	11/10/2022
EMLN ST & PELHAM RD	N/A	11/10/2022
BAYARD ST & IVY HILL RD	N/A	1/30/2023
IVY HILL RD & MICHENER AVE	N/A	1/30/2023
ANDREWS AVE & LIMEKILN PIKE	N/A	1/30/2023
IVY HILL RD & TEMPLE RD	N/A	4/15/2023
LIMEKILN PIKE & WYNCOTE AVE	N/A	4/15/2023
MICHENER AVE & ROUMFORT RD	N/A	4/15/2023

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
KERPER ST & WHITAKER AVE		N/A	1/9/2023
KERPER ST & WHITAKER AVE*		N/A	1/11/2023
HORROCKS ST & OXFORD AVE		N/A	1/11/2023
HORROCKS ST & OXFORD AVE		N/A	1/11/2023
HORROCKS ST & OXFORD AVE		N/A	1/11/2023
DYRE ST & HORROCKS ST		N/A	1/11/2023
DYRE ST & HORROCKS ST		N/A	1/11/2023
EASTWOOD ST & KNORR ST		N/A	1/9/2023
EASTWOOD ST & KNORR ST		N/A	1/9/2023
EASTWOOD ST & KNORR ST		N/A	1/10/2023
EASTWOOD ST & KNORR ST		N/A	1/11/2023
KNORR ST & RISING SUN AVE		N/A	1/11/2023
KNORR ST & RISING SUN AVE		N/A	1/11/2023
KNORR ST & RISING SUN AVE		N/A	1/11/2023
KNORR ST & OAKLAND ST		N/A	1/9/2023
KNORR ST & OAKLAND ST		N/A	1/11/2023
BRIDGE ST & HORROCKS ST		N/A	1/11/2023
KNORR ST & LARGE ST		N/A	1/11/2023
KNORR ST & LARGE ST		N/A	1/11/2023
DYRE ST & OXFORD AVE		N/A	1/11/2023
LARGE ST & PRATT ST		N/A	1/9/2023
LARGE ST & PRATT ST		N/A	1/9/2023
LARGE ST & PRATT ST		N/A	1/10/2023
BATTERSBY ST & KNORR ST		N/A	1/5/2023
BATTERSBY ST & KNORR ST		N/A	1/5/2023
BATTERSBY ST & KNORR ST		N/A	1/5/2023
BATTERSBY ST & KNORR ST		N/A	1/5/2023
BATTERSBY ST & KNORR ST		N/A	1/9/2023
BATTERSBY ST & KNORR ST		N/A	1/10/2023
BATTERSBY ST & KNORR ST		N/A	1/10/2023
BATTERSBY ST & KNORR ST		N/A	1/10/2023
KERPER ST & PENNWAY ST		N/A	1/10/2023
KERPER ST & PENNWAY ST		N/A	1/10/2023
SAUL ST & VAN KIRK ST		N/A	1/9/2023
SAUL ST & VAN KIRK ST		N/A	1/10/2023
SAUL ST & VAN KIRK ST	SEC	N/A	6/30/2023
HORROCKS ST & KNORR ST		N/A	1/9/2023
HORROCKS ST & KNORR ST		N/A	1/9/2023

HORROCKS ST & KNORR ST		N/A	1/9/2023
HORROCKS ST & KNORR ST		N/A	1/10/2023
OXFORD AVE & LARGE ST		N/A	1/10/2023
OXFORD AVE & LARGE ST		N/A	1/10/2023
KNORR ST & ROWLAND AVE		N/A	1/5/2023
KNORR ST & ROWLAND AVE		N/A	1/10/2023
E CHELTENHAM AVE & OAKLAND ST		N/A	1/10/2023
E CHELTENHAM AVE & OAKLAND ST		N/A	1/10/2023
LARGE ST & WAKELING ST		N/A	1/10/2023
HAWORTH ST & LARGE ST		N/A	1/10/2023
DYRE ST & LARGE ST		N/A	1/9/2023
DYRE ST & LARGE ST		N/A	1/10/2023
DYRE ST & LARGE ST		N/A	1/10/2023
BINGHAM ST & E ROOSEVELT BLVD		N/A	12/5/2022
BINGHAM ST & E ROOSEVELT BLVD		N/A	12/5/2022
E ASHDALE ST & BINGHAM ST		N/A	12/5/2022
E ASHDALE ST & BINGHAM ST		N/A	12/5/2022
KNORR ST & SACKETT ST		N/A	1/5/2023
KNORR ST & SACKETT ST		N/A	1/10/2023
HORROCKS ST & UNRUH AVE		N/A	1/10/2023
HORROCKS ST & UNRUH AVE		N/A	1/10/2023
KNORR ST & RUTLAND ST		N/A	1/10/2023
SANGER ST & SAUL ST		N/A	1/9/2023
HAWTHORNE ST & KNORR ST		N/A	1/5/2023
HAWTHORNE ST & KNORR ST		N/A	1/9/2023
E CHELTENHAM AVE & SAUL ST		N/A	1/9/2023
KNORR ST & SOUDER ST		N/A	1/9/2023
KNORR ST & OXFORD AVE		N/A	1/9/2023
KNORR ST & REVERE ST		N/A	1/5/2023
HAWORTH ST & HORROCKS ST	NWC	N/A	6/30/2023
BENNER ST & BUSTLETON AVE	NWC	N/A	6/30/2023
GRANITE ST & LARGE ST	SWC	N/A	6/30/2023
GRANITE ST & LARGE ST	SWC	N/A	6/30/2023

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
N 8TH ST & VINE ST		N/A	2/16/2022
FDR PARK DR & PATTISON AVE		N/A	12/5/2022
FDR PARK DR & PATTISON AVE	SEC	N/A	6/30/2023
N 4TH ST & VINE ST	SEC	N/A	6/30/2023

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
S 2ND ST & WHARTON ST		N/A	11/10/2022
S 2ND ST & WHARTON ST	SEC	N/A	6/30/2023
S 2ND ST & WHARTON ST	SEC	N/A	6/30/2023
S 2ND ST & WHARTON ST	NWC	N/A	6/30/2023
S FRONT ST & MC KEAN ST		N/A	11/30/2022
S FRONT ST & MC KEAN ST		N/A	11/30/2022
S FRONT ST & MC KEAN ST		N/A	11/30/2022
S FRONT ST & MC KEAN ST		N/A	11/30/2022
S FRONT ST & MC KEAN ST		N/A	1/27/2023
S 3RD ST & FEDERAL ST		N/A	11/29/2022
S 3RD ST & FEDERAL ST		N/A	1/25/2023
S 3RD ST & FEDERAL ST	SEC	N/A	6/30/2023
DICKINSON ST & S FRONT ST		N/A	11/30/2022
DICKINSON ST & S FRONT ST		N/A	11/30/2022
DICKINSON ST & S FRONT ST		N/A	11/30/2022
DICKINSON ST & S FRONT ST	SWC	N/A	6/28/2023
S FRONT ST & REED ST		N/A	11/29/2022
S FRONT ST & REED ST		N/A	11/29/2022
S FRONT ST & REED ST		N/A	1/5/2023
S 3RD ST & QUEEN ST		N/A	11/28/2022
S 3RD ST & QUEEN ST		N/A	11/29/2022
S 3RD ST & QUEEN ST	NEC	N/A	6/30/2023
S 3RD ST & FITZWATER ST		N/A	11/28/2022
S 3RD ST & FITZWATER ST		N/A	1/5/2023
E MOYAMENSING AVE & WHARTON ST		N/A	11/28/2022
E MOYAMENSING AVE & WHARTON ST		N/A	11/29/2022
E MOYAMENSING AVE & WHARTON ST		N/A	11/30/2022
E MOYAMENSING AVE & WHARTON ST		N/A	1/4/2023
E MOYAMENSING AVE & WHARTON ST		N/A	1/4/2023
E MOYAMENSING AVE & WHARTON ST		N/A	1/4/2023
E MOYAMENSING AVE & WHARTON ST		N/A	1/4/2023
S 4TH ST & WHARTON ST		N/A	11/29/2022
S 4TH ST & WHARTON ST		N/A	11/29/2022
S FRONT ST & WHARTON ST		N/A	11/28/2022
S FRONT ST & WHARTON ST		N/A	1/5/2023
S 3RD ST & WHARTON ST		N/A	11/29/2022
S 2ND ST & QUEEN ST		N/A	11/30/2022
S 2ND ST & QUEEN ST		N/A	1/5/2023

S 11TH ST & WHARTON ST		N/A	11/30/2022
S 11TH ST & WHARTON ST	SWC	N/A	5/9/2023
GEARY ST & S UBER ST		N/A	12/5/2022
S 5TH ST & WHARTON ST		N/A	1/4/2023
S 5TH ST & WHARTON ST		N/A	1/5/2023
S 10TH ST & WHARTON ST		N/A	1/5/2023
S 16TH ST & WOLF ST		N/A	12/5/2022
S 16TH ST & WOLF ST	NWC	N/A	6/30/2023
S 16TH ST & WOLF ST	NWC	N/A	6/30/2023
S 16TH ST & WOLF ST	NEC	N/A	6/30/2023
S 16TH ST & JACKSON ST		N/A	12/5/2022
S 16TH ST & JACKSON ST		N/A	12/5/2022
S 16TH ST & JACKSON ST		N/A	12/5/2022
S 16TH ST & JACKSON ST		N/A	12/5/2022
S 16TH ST & SHUNK ST		N/A	12/5/2022
S 16TH ST & SHUNK ST		N/A	12/5/2022
S 16TH ST & SHUNK ST		N/A	12/5/2022
S 16TH ST & SHUNK ST		N/A	12/5/2022
S 16TH ST & SHUNK ST		N/A	12/5/2022
S 16TH ST & BIGLER ST		N/A	12/5/2022
S 16TH ST & BIGLER ST		N/A	12/5/2022
S 16TH ST & BIGLER ST		N/A	12/5/2022
S 16TH ST & BIGLER ST		N/A	12/5/2022
S 16TH ST & BIGLER ST		N/A	12/5/2022
S 16TH ST & BIGLER ST		N/A	1/26/2023
S 16TH ST & BIGLER ST		N/A	1/27/2023
S 16TH ST & POLLOCK ST		N/A	12/5/2022
S 16TH ST & POLLOCK ST		N/A	12/5/2022
S 16TH ST & POLLOCK ST		N/A	12/5/2022
S 16TH ST & POLLOCK ST		N/A	12/5/2022
S 16TH ST & POLLOCK ST	NWC	N/A	6/30/2023
S 16TH ST & POLLOCK ST	NWC	N/A	6/30/2023
S 16TH ST & POLLOCK ST	SEC	N/A	6/30/2023
S 16TH ST & POLLOCK ST	SWC	N/A	6/30/2023
S FRONT ST & MIFFLIN ST	SWC	N/A	5/9/2023
S FRONT ST & MIFFLIN ST*	SWC	N/A	5/9/2023

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
S 66TH ST & DICKS AVE		N/A	1/30/2023
BRYN MAWR AVE & OVERBROOK AVE*		N/A	1/30/2023
S 71ST ST & GRAYS AVE*		N/A	1/30/2023
S 71ST ST & GRAYS AVE		N/A	4/15/2023
S 72ND ST & PASCHALL AVE*		N/A	1/30/2023
N 53RD ST & ARLINGTON ST		N/A	4/15/2023
N 53RD ST & ARLINGTON ST		N/A	4/15/2023
N 53RD ST & ARLINGTON ST		N/A	4/15/2023
N 53RD ST & ARLINGTON ST		N/A	4/15/2023
N 53RD ST & ARLINGTON ST		N/A	4/15/2023
N 53RD ST & ARLINGTON ST		N/A	4/15/2023
S 71ST ST & PASCHALL AVE		N/A	1/30/2023
S 71ST ST & PASCHALL AVE		N/A	4/15/2023
S 71ST ST & PASCHALL AVE		N/A	4/15/2023
S 69TH ST & DICKS AVE		N/A	4/15/2023
S 69TH ST & DICKS AVE		N/A	4/15/2023
S 73RD ST & DICKS AVE		N/A	4/15/2023
S 73RD ST & DICKS AVE		N/A	4/15/2023
S 73RD ST & BUNTING PL		N/A	4/15/2023
S 72ND ST & GUYER AVE		N/A	4/15/2023
S 72ND ST & GUYER AVE	NWC	N/A	6/30/2023
N 62ND ST & VINE ST		N/A	4/15/2023
S 72ND ST & GRAYS AVE		N/A	4/15/2023
S 62ND ST & DICKS AVE		N/A	4/15/2023
S 62ND ST & DICKS AVE		N/A	4/15/2023
S 68TH ST & DICKS AVE		N/A	4/15/2023
N 58TH ST & MALVERN AVE*		N/A	4/15/2023
S 65TH ST & DICKS AVE		N/A	1/30/2023

Street intersections attached to this Work Order	Quadrant	SR	Date of Acceptance
PINE RD & STRAHLE ST		N/A	10/6/2022
PINE RD & STRAHLE ST		N/A	10/6/2022
PINE RD & STRAHLE ST		N/A	10/6/2022
PINE RD & STRAHLE ST		N/A	10/6/2022
PINE RD & STRAHLE ST		N/A	10/6/2022
PENNYPACK PATH & PINE RD		N/A	10/6/2022
BLOOMFIELD AVE & PINE RD		N/A	10/6/2022
BLOOMFIELD AVE & PINE RD		N/A	10/6/2022
BLOOMFIELD AVE & PINE RD		N/A	10/6/2022
BLOOMFIELD AVE & PINE RD		N/A	10/6/2022
PARKHOLLOW LN & PINE RD		N/A	10/6/2022
PARKHOLLOW LN & PINE RD		N/A	10/6/2022



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1001088 **Total number of ramps on this Work Order: 7**

Street intersections attached to this Work Order
ASHVILLE ST & CRAIG ST
DECATUR ST & FRANKFORD AVE
FRANKFORD AVE & HARTEL AVE

Streets Cityworks Work Order ID: 1001092 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
RIDGE AVE & W SUSQUEHANNA AVE

Streets Cityworks Work Order ID: 1001352 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
DIAMOND ST & RIDGE AVE

Streets Cityworks Work Order ID: 1001435 **Total number of ramps on this Work Order: 6**

Street intersections attached to this Work Order
CHARLES ST & MAGEE AVE
ERDRICK ST & MAGEE AVE
MAGEE AVE & WALKER ST

Streets Cityworks Work Order ID: 1001448 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 29TH ST & RIDGE AVE

Streets Cityworks Work Order ID: 1001780 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 10TH ST & W DAKOTA ST

Streets Cityworks Work Order ID: 1004828 **Total number of ramps on this Work Order: 14**

Street intersections attached to this Work Order
BUIST AVE & ISLAND AVE

Streets Cityworks Work Order ID: 1005249 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
S 23RD ST & ALTER ST

Streets Cityworks Work Order ID: 1005387 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 11TH ST & W DAKOTA ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1005909 **Total number of ramps on this Work Order: 13**

Street intersections attached to this Work Order
APPLE ST & SHURS LN
BOONE ST & SHURS LN
SHURS LN & STATION ST
SHURS LN & TERRACE ST
SHURS LN & TOWER ST

Streets Cityworks Work Order ID: 1005972 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N ORKNEY ST & W THOMPSON ST

Streets Cityworks Work Order ID: 1006081 **Total number of ramps on this Work Order: 17**

Street intersections attached to this Work Order
DICKINSON ST & S FRANKLIN ST
S 7TH ST & PIERCE ST
S 7TH ST & WATKINS ST
S 8TH ST & PIERCE ST
S 8TH ST & WATKINS ST
S BEULAH ST & DICKINSON ST
S BEULAH ST & TASKER ST

Streets Cityworks Work Order ID: 1006116 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
S BROAD ST & E PASSYUNK AVE

Streets Cityworks Work Order ID: 1006485 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 63RD ST & RACE ST

Streets Cityworks Work Order ID: 1007090 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 2ND ST & GERMANTOWN AVE

Streets Cityworks Work Order ID: 1008000 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
S 18TH ST & WALNUT ST

Streets Cityworks Work Order ID: 1008288 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
CHESTNUT ST & S INDEPENDENCE MALL E



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1008470 Total number of ramps on this Work Order: 10

Street intersections attached to this Work Order
COTTAGE ST & MC MENAMY ST
COTTAGE ST & RHAWN ST
DECATUR ST & TORRESDALE AVE
DITMAN ST & LANSING ST
DITMAN ST & MC MENAMY ST
DITMAN ST & MERIDIAN ST
LANSING ST & TORRESDALE AVE
MERIDIAN ST & TORRESDALE AVE

Streets Cityworks Work Order ID: 1008857 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
N 52ND ST & W THOMPSON ST

Streets Cityworks Work Order ID: 1012794 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
S 5TH ST & TREE ST

Streets Cityworks Work Order ID: 1012803 Total number of ramps on this Work Order: 12

Street intersections attached to this Work Order
DEXTER ST & SHURS LN
LAURISTON ST & SHURS LN
PECHIN ST & SHURS LN

Streets Cityworks Work Order ID: 1012874 Total number of ramps on this Work Order: 11

Street intersections attached to this Work Order
ISLAND AVE & LINDBERGH BLVD
ISLAND AVE & SUFFOLK AVE

Streets Cityworks Work Order ID: 1012880 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
S 75TH ST & CHELWYNDE AVE

Streets Cityworks Work Order ID: 1013181 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
S 5TH ST & S INDEPENDENCE MALL E

Streets Cityworks Work Order ID: 1013325 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
S 26TH ST & SOUTH ST

Streets Cityworks Work Order ID: 1014227 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
S 18TH ST & MOUNTAIN ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1014278 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
S OPAL ST & REED ST

Streets Cityworks Work Order ID: 1014730 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
N 7TH ST & SPRING GARDEN ST

Streets Cityworks Work Order ID: 1014791 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
N 2ND ST & W THOMPSON ST

Streets Cityworks Work Order ID: 1015507 Total number of ramps on this Work Order: 12

Street intersections attached to this Work Order
FREELAND AVE & SHURS LN
MERRICK ST & SHURS LN
MITCHELL ST & SHURS LN

Streets Cityworks Work Order ID: 1015794 Total number of ramps on this Work Order: 20

Street intersections attached to this Work Order
S 31ST ST & TASKER ST
S 32ND ST & TASKER ST
S 33RD ST & TASKER ST
S CORLIES ST & TASKER ST
S PATTON ST & TASKER ST
S STANLEY ST & TASKER ST

Streets Cityworks Work Order ID: 1017012 Total number of ramps on this Work Order: 4

Street intersections attached to this Work Order
MASCHER ST & W THOMPSON ST
N HOWARD ST & W THOMPSON ST

Streets Cityworks Work Order ID: 1019729 Total number of ramps on this Work Order: 4

Street intersections attached to this Work Order
CRESSON ST & SHURS LN

Streets Cityworks Work Order ID: 1019971 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
N 2ND ST & W BERKS ST

Streets Cityworks Work Order ID: 1020569 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
CONVENTION AVE & SOUTH ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1021795 **Total number of ramps on this Work Order: 23**

Street intersections attached to this Work Order
GRAYS FERRY AVE & WASHINGTON AVE
S 19TH ST & WASHINGTON AVE
S 24TH ST & WASHINGTON AVE
S 25TH ST & WASHINGTON AVE
S 26TH ST & WASHINGTON AVE
S CLEVELAND ST & WASHINGTON AVE

Streets Cityworks Work Order ID: 1023143 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 35TH ST & MOUNT VERNON ST

Streets Cityworks Work Order ID: 1023198 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 17TH ST & JOHN F KENNEDY BLVD

Streets Cityworks Work Order ID: 1027303 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
KINGSLEY CT & RIDGE AVE

Streets Cityworks Work Order ID: 1027510 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 20TH ST & CHERRY ST

Streets Cityworks Work Order ID: 1027576 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N CARLISLE ST & MASTER ST

Streets Cityworks Work Order ID: 1027789 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 5TH ST & WOOD ST

Streets Cityworks Work Order ID: 1028092 **Total number of ramps on this Work Order: 11**

Street intersections attached to this Work Order
LATONA ST & S MILDRED ST
REED ST & S REESE ST
S 7TH ST & MANTON ST
S 8TH ST & LATONA ST
S 8TH ST & MANTON ST
S REESE ST & WHARTON ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1028510 **Total number of ramps on this Work Order: 14**

Street intersections attached to this Work Order
S 29TH ST & TASKER ST
S 30TH ST & TASKER ST
S DOVER ST & TASKER ST
S NEWKIRK ST & TASKER ST

Streets Cityworks Work Order ID: 1028842 **Total number of ramps on this Work Order: 3**

Street intersections attached to this Work Order
E ELKHART ST & E THOMPSON ST
E ELKHART ST & MERCER ST

Streets Cityworks Work Order ID: 1029060 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 15TH ST & VINE ST

Streets Cityworks Work Order ID: 1029094 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
S BROAD ST & SNYDER AVE

Streets Cityworks Work Order ID: 1029097 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 12TH ST & ARCH ST

Streets Cityworks Work Order ID: 1029821 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
S BROAD ST & FEDERAL ST

Streets Cityworks Work Order ID: 1030152 **Total number of ramps on this Work Order: 5**

Street intersections attached to this Work Order
BATH ST & BUCKIUS ST
BATH ST & ORTHODOX ST

Streets Cityworks Work Order ID: 1030268 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 3RD ST & MARKET ST

Streets Cityworks Work Order ID: 1030312 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 15TH ST & JOHN F KENNEDY BLVD

Streets Cityworks Work Order ID: 1030314 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
CONVENTION AVE & HEALTH SCIENCES DR



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1030397 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 22ND ST & RIDGE AVE

Streets Cityworks Work Order ID: 1031317 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 24TH ST & DIAMOND ST

Streets Cityworks Work Order ID: 1031938 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
W GIRARD AVE & N HOWARD ST

Streets Cityworks Work Order ID: 1032385 **Total number of ramps on this Work Order: 16**

Street intersections attached to this Work Order
ISLAND AVE & LINDBERGH BLVD
ISLAND AVE & TANAGER ST

Streets Cityworks Work Order ID: 1032455 **Total number of ramps on this Work Order: 7**

Street intersections attached to this Work Order
N 16TH ST & ROWAN ST
N 16TH ST & RUFFNER ST
N 16TH ST & W BRISTOL ST
N 16TH ST & W JEROME ST
N HICKS ST & ROWAN ST
W BRISTOL ST & N SYDENHAM ST

Streets Cityworks Work Order ID: 1032471 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
S 2ND ST & GREENWICH ST

Streets Cityworks Work Order ID: 1032518 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
S 17TH ST & W PASSYUNK AVE

Streets Cityworks Work Order ID: 1032527 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
S 17TH ST & W PASSYUNK AVE

Streets Cityworks Work Order ID: 1032551 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
EMERALD ST & E HAGERT ST

Streets Cityworks Work Order ID: 1032567 **Total number of ramps on this Work Order: 3**

Street intersections attached to this Work Order
N 22ND ST & JEFFERSON ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1032818 **Total number of ramps on this Work Order: 5**

Street intersections attached to this Work Order
30TH LOWER LEVEL ST & LUDLOW ST
31ST LOWER LEVEL ST & CHESTNUT ST
S 30TH ST & CHESTNUT ST

Streets Cityworks Work Order ID: 1033898 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
KENMORE RD & LANSDOWNE AVE

Streets Cityworks Work Order ID: 1033906 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
HERMIT ST & PECHIN ST

Streets Cityworks Work Order ID: 1033921 **Total number of ramps on this Work Order: 9**

Street intersections attached to this Work Order
BARNETT ST & SACKETT ST
BENNER ST & ERDRICK ST
BENNER ST & MULBERRY ST
DEVEREAUX AVE & TACKAWANNA ST
LEVICK ST & SACKETT ST

Streets Cityworks Work Order ID: 1033922 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order
N 23RD ST & MARKET ST
S 23RD ST & LUDLOW ST

Streets Cityworks Work Order ID: 1034055 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 9TH ST & RACE ST

Streets Cityworks Work Order ID: 1034575 **Total number of ramps on this Work Order: 10**

Street intersections attached to this Work Order
ALLENGROVE ST & CASTOR AVE
ALLENGROVE ST & LARGE ST
CASTOR AVE & WAKELING ST
FILLMORE ST & RUTLAND ST
FOULKROD ST & RUTLAND ST
HARRISON ST & LARGE ST
HARRISON ST & RUTLAND ST

Streets Cityworks Work Order ID: 1034961 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 12TH ST & CARLTON ST
N 12TH ST & WOOD ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1035024 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
S 21ST ST & RODMAN ST

Streets Cityworks Work Order ID: 1036157 **Total number of ramps on this Work Order: 19**

Street intersections attached to this Work Order
E MOUNT AIRY AVE & RUGBY ST
E MOUNT AIRY AVE & TEMPLE RD
E MOUNT AIRY AVE & THOURON AVE
E MOUNT AIRY AVE & WILLIAMS AVE
FAYETTE ST & E MOUNT AIRY AVE
FORREST AVE & E MOUNT AIRY AVE
GILBERT ST & E MOUNT AIRY AVE

Streets Cityworks Work Order ID: 1036938 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order
CARPENTER ST & S FAIRHILL ST
S 6TH ST & LEAGUE ST

Streets Cityworks Work Order ID: 1036941 **Total number of ramps on this Work Order: 22**

Street intersections attached to this Work Order
ALDINE ST & DITMAN ST
BLEIGH AVE & DITMAN ST
COTTMAN AVE & DITMAN ST
DITMAN ST & LORING ST
DITMAN ST & MARPLE ST
DITMAN ST & OAKMONT ST
DITMAN ST & SHEFFIELD AVE
DITMAN ST & SHELMIRE AVE
DITMAN ST & TEESDALE ST
DITMAN ST & TUDOR ST
DITMAN ST & VISTA ST

Streets Cityworks Work Order ID: 1037364 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
RIVER FIELDS DR & UNIVERSITY AVE

Streets Cityworks Work Order ID: 1037470 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
MASCHER ST & W ROOSEVELT BLVD

Streets Cityworks Work Order ID: 1037757 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
CASTOR AVE & E ROOSEVELT BLVD



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1037763 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
ARCH ST & N FRONT ST

Streets Cityworks Work Order ID: 1038114 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
MASCHER ST & W ROCKLAND ST

Streets Cityworks Work Order ID: 1038278 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
E ASHMEAD ST & RUBICAM ST

Streets Cityworks Work Order ID: 1038990 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
N 25TH ST & JEFFERSON ST

Streets Cityworks Work Order ID: 1039218 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
N 62ND ST & LANCASTER AVE

Streets Cityworks Work Order ID: 1039574 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
W GIRARD AVE & N MARSHALL ST

Streets Cityworks Work Order ID: 1040926 Total number of ramps on this Work Order: 3

Street intersections attached to this Work Order
S 23RD ST & SANSOM ST
S BONSALL ST & SANSOM ST

Streets Cityworks Work Order ID: 1041328 Total number of ramps on this Work Order: 18

Street intersections attached to this Work Order
S 17TH ST & WASHINGTON AVE
S 18TH ST & WASHINGTON AVE
S BOUVIER ST & WASHINGTON AVE
S CHADWICK ST & WASHINGTON AVE
S COLORADO ST & WASHINGTON AVE

Streets Cityworks Work Order ID: 1041348 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
N 51ST ST & WESTMINSTER AVE

Streets Cityworks Work Order ID: 1042221 Total number of ramps on this Work Order: 3

Street intersections attached to this Work Order
E AUBURN ST & JANNEY ST
E AUBURN ST & WEIKEL ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1044269 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 15TH ST & W OXFORD ST

Streets Cityworks Work Order ID: 1044301 **Total number of ramps on this Work Order: 24**

Street intersections attached to this Work Order
S 27TH ST & TASKER ST
S 28TH ST & TASKER ST
S ETTING ST & TASKER ST
S MARSTON ST & TASKER ST

Streets Cityworks Work Order ID: 1044318 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
S 18TH ST & WASHINGTON AVE

Streets Cityworks Work Order ID: 1044936 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order
W ABBOTTSFORD AVE & WAYNE AVE
WAYNE AVE & WYNEVA ST

Streets Cityworks Work Order ID: 1044980 **Total number of ramps on this Work Order: 3**

Street intersections attached to this Work Order
N 5TH ST & W SOMERSET ST

Streets Cityworks Work Order ID: 1045571 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
W 65TH AVE & CRITTENDEN ST

Streets Cityworks Work Order ID: 1045917 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
GERMANTOWN AVE & W ONTARIO ST

Streets Cityworks Work Order ID: 1045923 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order
AUDUBON AVE & TOMLINSON RD

Streets Cityworks Work Order ID: 1045954 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
E BERKS ST & BLAIR ST

Streets Cityworks Work Order ID: 1047114 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
MOUNT VERNON ST & N WATTS ST

Streets Cityworks Work Order ID: 1047973 **Total number of ramps on this Work Order: 5**

Street intersections attached to this Work Order
KROC CENTER DWY & WISSAHICKON AVE



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1049310 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
S 13TH ST & ANNIN ST

Streets Cityworks Work Order ID: 1049741 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
N PARK AVE & W PIKE ST

Streets Cityworks Work Order ID: 1050806 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
S 26TH ST & REED ST

Streets Cityworks Work Order ID: 1050808 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
MARTHA ST & E YORK ST

Streets Cityworks Work Order ID: 1050960 Total number of ramps on this Work Order: 3

Street intersections attached to this Work Order
N 5TH ST & W MONTGOMERY AVE
W MONTGOMERY AVE & N RANDOLPH ST

Streets Cityworks Work Order ID: 1051236 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
BELMONT AVE & WYALUSING AVE

Streets Cityworks Work Order ID: 1051248 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
S 34TH ST & SPRUCE ST

Streets Cityworks Work Order ID: 1051424 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
N FRANKLIN ST & VINE ST

Streets Cityworks Work Order ID: 1051670 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
S 15TH ST & LOCUST ST

Streets Cityworks Work Order ID: 1052139 Total number of ramps on this Work Order: 13

Street intersections attached to this Work Order
BRADFORD ST & OAKMONT ST
EDMUND ST & OAKMONT ST
OAKMONT ST & TORRESDALE AVE
OAKMONT ST & WALKER ST
W ALLEGHENY AVE & N FAIRHILL ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1052457 **Total number of ramps on this Work Order: 34**

Street intersections attached to this Work Order
S 11TH ST & WASHINGTON AVE
S 12TH ST & WASHINGTON AVE
S 13TH ST & WASHINGTON AVE
S 15TH ST & WASHINGTON AVE
S 16TH ST & WASHINGTON AVE
S ALDER ST & WASHINGTON AVE
S BROAD ST & WASHINGTON AVE
S CLIFTON ST & WASHINGTON AVE

Streets Cityworks Work Order ID: 1052883 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
S 12TH ST & REED ST

Streets Cityworks Work Order ID: 1054973 **Total number of ramps on this Work Order: 6**

Street intersections attached to this Work Order
N 11TH ST & CECIL B MOORE AVE
N 11TH ST & W OXFORD ST
N 12TH ST & CECIL B MOORE AVE

Streets Cityworks Work Order ID: 1055993 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N LAWRENCE ST & VINE ST

Streets Cityworks Work Order ID: 1056360 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 34TH ST & HAMILTON ST

Streets Cityworks Work Order ID: 1056538 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
MANTON ST & POINT BREEZE AVE

Streets Cityworks Work Order ID: 1056614 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 19TH ST & W ERIE AVE

Streets Cityworks Work Order ID: 1056825 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
S 30TH ST & TITAN ST

Streets Cityworks Work Order ID: 1057663 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
S 5TH ST & S INDEPENDENCE MALL E



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1057701 **Total number of ramps on this Work Order: 31**

Street intersections attached to this Work Order
ELDER ST & W ERIE AVE
N 13TH ST & W ERIE AVE
N BROAD ST & GERMANTOWN AVE
N BROAD ST & W ERIE AVE
N CAMAC ST & W ERIE AVE
W ERIE AVE & GERMANTOWN AVE
W ERIE AVE & N PARK AVE

Streets Cityworks Work Order ID: 1057992 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
DIAMOND ST & N PHILIP ST

Streets Cityworks Work Order ID: 1059117 **Total number of ramps on this Work Order: 6**

Street intersections attached to this Work Order
S 11TH ST & WALNUT ST
S 12TH ST & SANSOM ST

Streets Cityworks Work Order ID: 1060572 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
S 33RD ST & CHESTNUT ST

Streets Cityworks Work Order ID: 1061518 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 43RD ST & FAIRMOUNT AVE

Streets Cityworks Work Order ID: 1061523 **Total number of ramps on this Work Order: 17**

Street intersections attached to this Work Order
DITMAN ST & LANSING ST
EDMUND ST & LANSING ST
LANSING ST & TORRESDALE AVE
ROWLAND AVE & WELSH RD

Streets Cityworks Work Order ID: 1061548 **Total number of ramps on this Work Order: 3**

Street intersections attached to this Work Order
MAIN ST & RIDGE AVE

Streets Cityworks Work Order ID: 1061567 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
GERMANTOWN AVE & RISING SUN AVE

Streets Cityworks Work Order ID: 1061782 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
GERMANTOWN AVE & RISING SUN AVE



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1061785 **Total number of ramps on this Work Order: 8**

Street intersections attached to this Work Order
N 32ND ST & ARCH ST
N 32ND ST & CHERRY ST

Streets Cityworks Work Order ID: 1061796 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
OLD YORK RD & RISING SUN AVE

Streets Cityworks Work Order ID: 1062130 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
OLD YORK RD & RISING SUN AVE

Streets Cityworks Work Order ID: 1062356 **Total number of ramps on this Work Order: 9**

Street intersections attached to this Work Order
S 61ST ST & ELMWOOD AVE
S 61ST ST & GRAYS AVE
S 62ND ST & GRAYS AVE
S 62ND ST & REEDLAND ST
S 62ND ST & WHEELER ST

Streets Cityworks Work Order ID: 1063834 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
OLD YORK RD & RISING SUN AVE

Streets Cityworks Work Order ID: 1063994 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N BROAD ST & WOOD ST

Streets Cityworks Work Order ID: 1064004 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
MARKET ST & MARKET ST RAMP

Streets Cityworks Work Order ID: 1064007 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 22ND ST & MARKET ST

Streets Cityworks Work Order ID: 1064780 **Total number of ramps on this Work Order: 6**

Street intersections attached to this Work Order
N 20TH ST & NICHOLAS ST
N 20TH ST & TURNER ST
N 21ST ST & NICHOLAS ST
N 21ST ST & TURNER ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1064967 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
S 13TH ST & SPRUCE ST

Streets Cityworks Work Order ID: 1065080 Total number of ramps on this Work Order: 13

Street intersections attached to this Work Order
38TH PARALLEL PL & SPRUCE ST
N FRONT ST & VINE ST
S 2ND ST & DOCK ST
S FRONT ST & SPRUCE ST

Streets Cityworks Work Order ID: 1065081 Total number of ramps on this Work Order: 13

Street intersections attached to this Work Order
BROWN ST & N FRONT ST
FAIRMOUNT AVE & N FRONT ST
N FRONT ST & OLIVE ST
N FRONT ST & POPLAR ST

Streets Cityworks Work Order ID: 1065984 Total number of ramps on this Work Order: 6

Street intersections attached to this Work Order
N 23RD ST & SHARSWOOD ST
N 23RD ST & STEWART ST
N 24TH ST & HARLAN ST
N 24TH ST & SHARSWOOD ST
N 24TH ST & STEWART ST

Streets Cityworks Work Order ID: 1066052 Total number of ramps on this Work Order: 6

Street intersections attached to this Work Order
N 38TH ST & MARKET ST
N 39TH ST & MARKET ST
S 38TH ST & LUDLOW ST
S 39TH ST & LUDLOW ST

Streets Cityworks Work Order ID: 1066952 Total number of ramps on this Work Order: 8

Street intersections attached to this Work Order
BLEIGH AVE & E ROOSEVELT BLVD
BUSTLETON AVE & COTTMAN AVE
COTTMAN AVE & E ROOSEVELT BLVD



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1067265 **Total number of ramps on this Work Order: 7**

Street intersections attached to this Work Order
ANDREWS AVE & LIMEKILN PIKE
DICKINSON ST & S FRONT ST
DICKS AVE & LLOYD ST
E MOUNT PLEASANT AVE & PICKERING AVE
E PHIL ELLENA ST & PICKERING AVE
EMLN ST & W HORTTER ST
N 20TH ST & 67TH AVE

Streets Cityworks Work Order ID: 1067547 **Total number of ramps on this Work Order: 12**

Street intersections attached to this Work Order
N 15TH ST & RACE ST
N 16TH ST & RACE ST
N BROAD ST & RACE ST
N CARLISLE ST & RACE ST

Streets Cityworks Work Order ID: 1068123 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
S 40TH ST & WALNUT ST

Streets Cityworks Work Order ID: 1068140 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order
E ALLEN ST & FRANKFORD AVE
E ALLEN ST & SARAH ST
N DELAWARE AVE & SARAH ST

Streets Cityworks Work Order ID: 1068141 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N 42ND ST & OGDEN ST

Streets Cityworks Work Order ID: 1068978 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order
N 5TH ST & WOOD ST
N RANDOLPH ST & WOOD ST

Streets Cityworks Work Order ID: 1068982 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
CHESTNUT ST & S JUNIPER ST

Streets Cityworks Work Order ID: 1069578 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order
S 22ND ST & FEDERAL ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1069608 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
BUCKLEY DR & PINE RD

Streets Cityworks Work Order ID: 1069934 Total number of ramps on this Work Order: 3

Street intersections attached to this Work Order
BELGRADE ST & E FLETCHER ST
BELGRADE ST & E SUSQUEHANNA AVE

Streets Cityworks Work Order ID: 1071272 Total number of ramps on this Work Order: 4

Street intersections attached to this Work Order
N 6TH ST & BROWN ST

Streets Cityworks Work Order ID: 1071705 Total number of ramps on this Work Order: 9

Street intersections attached to this Work Order
S 46TH ST & CHESTNUT ST
S 46TH ST & LUDLOW ST

Streets Cityworks Work Order ID: 1071824 Total number of ramps on this Work Order: 6

Street intersections attached to this Work Order
BROUS AVE & COTTMAN AVE
COTTMAN AVE & E ROOSEVELT BLVD

Streets Cityworks Work Order ID: 1073063 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
W GIRARD AVE & N SICKELS ST

Streets Cityworks Work Order ID: 1073099 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
N BAILEY ST & JEFFERSON ST

Streets Cityworks Work Order ID: 1073500 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
N 36TH ST & WALLACE ST

Streets Cityworks Work Order ID: 1073658 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
S CARLISLE ST & FEDERAL ST

Streets Cityworks Work Order ID: 1073833 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
EARL ST & SEPVIVA ST

Streets Cityworks Work Order ID: 1073870 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
N BROAD ST & W TORONTO ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1074122 Total number of ramps on this Work Order: 7

Street intersections attached to this Work Order
E ARIZONA ST & CORAL ST
E ARIZONA ST & EMERALD ST

Streets Cityworks Work Order ID: 1074960 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
JEFFERSON ST & N MARSTON ST

Streets Cityworks Work Order ID: 1075550 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
N 36TH ST & MARKET ST

Streets Cityworks Work Order ID: 1076349 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
OLD YORK RD & RISING SUN AVE

Streets Cityworks Work Order ID: 1076833 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
BLABON ST & RUFFNER ST
BLABON ST & YELLAND ST

Streets Cityworks Work Order ID: 1077399 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
S BROAD ST & PATTISON AVE

Streets Cityworks Work Order ID: 1077431 Total number of ramps on this Work Order: 8

Street intersections attached to this Work Order
N 20TH ST & ARCH ST
N 20TH ST & CUTHBERT ST

Streets Cityworks Work Order ID: 1077747 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
FDR PARK DR & PATTISON AVE

Streets Cityworks Work Order ID: 1078410 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
S 27TH ST & MANTON ST

Streets Cityworks Work Order ID: 1078551 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
N FERRY RD & RIDGE AVE

Streets Cityworks Work Order ID: 1081838 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
S 17TH ST & PINE ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1081876 **Total number of ramps on this Work Order: 3**

Street intersections attached to this Work Order
BENJAMIN FRANKLIN PKWY & SPRING GARDEN ST

Streets Cityworks Work Order ID: 1082798 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
JAMES ST & MARGARET ST

Streets Cityworks Work Order ID: 1083053 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 34TH ST & W FIRTH ST

Streets Cityworks Work Order ID: 1083816 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
W COLONA ST & WATERLOO ST

Streets Cityworks Work Order ID: 1084433 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 41ST ST & WARREN ST

Streets Cityworks Work Order ID: 1084981 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order
S 3RD ST & SHUNK ST
S 4TH ST & SHUNK ST

Streets Cityworks Work Order ID: 1085762 **Total number of ramps on this Work Order: 10**

Street intersections attached to this Work Order
S 55TH ST & BEAUMONT ST
S 55TH ST & LITCHFIELD ST
S 55TH ST & WARRINGTON AVE

Streets Cityworks Work Order ID: 1087209 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 43RD ST & OTTER ST

Streets Cityworks Work Order ID: 1089050 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order
CARDINAL AVE & CITY AVE

Streets Cityworks Work Order ID: 1089718 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 39TH ST & LANCASTER AVE

Streets Cityworks Work Order ID: 1089956 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
E CUMBERLAND ST & N LEE ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1092159 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order
W CAYUGA ST & W HUNTING PARK AVE

Streets Cityworks Work Order ID: 1092408 **Total number of ramps on this Work Order: 3**

Street intersections attached to this Work Order
S 23RD ST & ALTER ST
S 23RD ST & LATONA ST

Streets Cityworks Work Order ID: 1094504 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
FDR PARK DR & PATTISON AVE

Streets Cityworks Work Order ID: 1095800 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
ALFRED ST & W COULTER ST

Streets Cityworks Work Order ID: 1096536 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 13TH ST & RACE ST

Streets Cityworks Work Order ID: 1097608 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
AMBER ST & BERGES ST
AMBER ST & N FRONT ST

Streets Cityworks Work Order ID: 1097748 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
E BERKS ST & GAUL ST

Streets Cityworks Work Order ID: 1098135 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
S 5TH ST & MC KEAN ST

Streets Cityworks Work Order ID: 1098160 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
MORRIS ST & W PENN ST

Streets Cityworks Work Order ID: 1098234 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
STANWOOD ST & SUMMERDALE AVE

Streets Cityworks Work Order ID: 1098241 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
LOCUST ST & MOZART PL



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1099724 **Total number of ramps on this Work Order: 8**

Street intersections attached to this Work Order
BROUS AVE & GLENVIEW ST
BROUS AVE & KNORR ST
BROUS AVE & RAWLE ST
BROUS AVE & UNRUH AVE
KNORR ST & REVERE ST

Streets Cityworks Work Order ID: 1100503 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 35TH ST & W WESTMORELAND ST

Streets Cityworks Work Order ID: 1100539 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
W CUMBERLAND ST & N NAPA ST

Streets Cityworks Work Order ID: 1100540 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 36TH ST & OLIVE ST

Streets Cityworks Work Order ID: 1100541 **Total number of ramps on this Work Order: 3**

Street intersections attached to this Work Order
BROWN ST & N DEKALB ST
N 38TH ST & BROWN ST

Streets Cityworks Work Order ID: 1100901 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
N HANCOCK ST & W YORK ST

Streets Cityworks Work Order ID: 1102473 **Total number of ramps on this Work Order: 2**

Street intersections attached to this Work Order
DIAMOND ST & N FRANKLIN ST

Streets Cityworks Work Order ID: 1102677 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
E NORRIS ST & TRENTON AVE

Streets Cityworks Work Order ID: 1102869 **Total number of ramps on this Work Order: 4**

Street intersections attached to this Work Order
HENRY AVE & WENDOVER ST

Streets Cityworks Work Order ID: 1102888 **Total number of ramps on this Work Order: 10**

Street intersections attached to this Work Order
S 55TH ST & FLORENCE AVE
S 55TH ST & RIDGEWOOD ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 1102900 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
CRISPIN ST & SOLLY AVE

Streets Cityworks Work Order ID: 1103065 Total number of ramps on this Work Order: 6

Street intersections attached to this Work Order
N 10TH ST & W BOSTON ST
N 10TH ST & W CUMBERLAND ST

Streets Cityworks Work Order ID: 1103906 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
S 27TH ST & MANTON ST

Streets Cityworks Work Order ID: 1103938 Total number of ramps on this Work Order:

Street intersections attached to this Work Order
N HOWARD ST & O NEIL ST

Streets Cityworks Work Order ID: 670210 Total number of ramps on this Work Order: 14

Street intersections attached to this Work Order
S 18TH ST & RITNER ST
S 19TH ST & DURFOR ST
S 19TH ST & FITZGERALD ST
S 19TH ST & RITNER ST
S 20TH ST & PORTER ST
S GARNET ST & PORTER ST
S LAMBERT ST & PORTER ST
S LAMBERT ST & RITNER ST
S OPAL ST & PORTER ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 723477 **Total number of ramps on this Work Order: 24**

Street intersections attached to this Work Order
MC KEAN ST & S NORWOOD ST
S 20TH ST & SNYDER AVE
S 21ST ST & MC KEAN ST
S 22ND ST & MC KEAN ST
S 22ND ST & SNYDER AVE
S 23RD ST & MC KEAN ST
S 23RD ST & SNYDER AVE
S BEECHWOOD ST & SNYDER AVE
S BONSALE ST & MC KEAN ST
S CROSKY ST & MC KEAN ST
S CROSKY ST & SNYDER AVE
S HEMBERGER ST & MC KEAN ST
S HEMBERGER ST & SNYDER AVE
S LAMBERT ST & SNYDER AVE
SNYDER AVE & S WOODSTOCK ST

Streets Cityworks Work Order ID: 736510 **Total number of ramps on this Work Order: 17**

Street intersections attached to this Work Order
S 6TH ST & KIMBALL ST
S 6TH ST & MONTROSE ST
S 7TH ST & KIMBALL ST
S 8TH ST & KIMBALL ST
S 9TH ST & KIMBALL ST

Streets Cityworks Work Order ID: 812353 **Total number of ramps on this Work Order: 9**

Street intersections attached to this Work Order
ANDERSON ST & E DUVAL ST
ANDERSON ST & E WASHINGTON LN
ARDLEIGH ST & E DUVAL ST
ARDLEIGH ST & E WASHINGTON LN
E DUVAL ST & MILTON ST

Streets Cityworks Work Order ID: 829274 **Total number of ramps on this Work Order: 19**

Street intersections attached to this Work Order
ARGYLE ST & LEVICK ST
ARGYLE ST & ROBBINS ST
LEVICK ST & OAKLEY ST
OAKLEY ST & ROBBINS ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 829631 Total number of ramps on this Work Order: 3

Street intersections attached to this Work Order
E BOSTON ST & EMERALD ST
EMERALD ST & E YORK ST

Streets Cityworks Work Order ID: 837217 Total number of ramps on this Work Order: 19

Street intersections attached to this Work Order
N 56TH ST & DIAMOND ST
N 56TH ST & GAINOR RD
N 56TH ST & LEBANON AVE
N 56TH ST & WOODBINE AVE
N 56TH ST & WOODCREST AVE
N 56TH ST & WYNDALE AVE
N 56TH ST & WYNNEFIELD AVE

Streets Cityworks Work Order ID: 860112 Total number of ramps on this Work Order: 32

Street intersections attached to this Work Order
MASTER ST & N ORIANNA ST
MASTER ST & N ORKNEY ST
MASTER ST & N RANDOLPH ST
N 4TH ST & MASTER ST
N 5TH ST & MASTER ST
N LAWRENCE ST & MASTER ST

Streets Cityworks Work Order ID: 862926 Total number of ramps on this Work Order: 10

Street intersections attached to this Work Order
CHEROKEE ST & W JOHNSON ST
CHEROKEE ST & W UPSAL ST
CHEROKEE ST & W WEAVER ST
GERMANTOWN AVE & W HORTTER ST
W HORTTER ST & PELHAM RD

Streets Cityworks Work Order ID: 881256 Total number of ramps on this Work Order: 6

Street intersections attached to this Work Order
N 12TH ST & W FLORA ST
N 12TH ST & W GIRARD AVE
N 13TH ST & W FLORA ST
N 13TH ST & W GIRARD AVE

Streets Cityworks Work Order ID: 902073 Total number of ramps on this Work Order: 5

Street intersections attached to this Work Order
GREEN ST & N PERTH ST
N 8TH ST & GREEN ST
N 8TH ST & SPRING GARDEN ST
N PERTH ST & SPRING GARDEN ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 910030 **Total number of ramps on this Work Order: 14**

Street intersections attached to this Work Order

S 13TH ST & CARPENTER ST
S 13TH ST & KIMBALL ST
S 13TH ST & WASHINGTON AVE
S BROAD ST & CARPENTER ST
S BROAD ST & WASHINGTON AVE

Streets Cityworks Work Order ID: 912079 **Total number of ramps on this Work Order: 50**

Street intersections attached to this Work Order

N 2ND ST & BROWN ST
N 2ND ST & CECIL B MOORE AVE
N 2ND ST & FAIRMOUNT AVE
N 2ND ST & JEFFERSON ST
N 2ND ST & MASTER ST
N 2ND ST & POPLAR ST
N 2ND ST & W THOMPSON ST

Streets Cityworks Work Order ID: 918983 **Total number of ramps on this Work Order: 13**

Street intersections attached to this Work Order

ATWOOD RD & DIAMOND ST
MALVERN AVE & MARLYN RD
N 64TH ST & W COLUMBIA AVE
N 65TH ST & DIAMOND ST
N 65TH ST & MALVERN AVE
N 66TH ST & MALVERN AVE
N 66TH ST & WOODCREST AVE

Streets Cityworks Work Order ID: 954964 **Total number of ramps on this Work Order: 40**

Street intersections attached to this Work Order

MASCHER ST & W ONTARIO ST
MASCHER ST & W TIOGA ST
N FRONT ST & E TIOGA ST
N HOWARD ST & W ONTARIO ST
N HOWARD ST & W TIOGA ST
W ESTAUGH ST & MASCHER ST

Streets Cityworks Work Order ID: 957225 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order

GORGAS LN & RIDGE AVE

Streets Cityworks Work Order ID: 972351 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order

S FRAZIER ST & KINGSESSING AVE



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 973043 **Total number of ramps on this Work Order: 16**

Street intersections attached to this Work Order
ARAMINGO AVE & E VENANGO ST
FRANKFORD AVE & E VENANGO ST

Streets Cityworks Work Order ID: 974420 **Total number of ramps on this Work Order: 7**

Street intersections attached to this Work Order
APSLEY ST & GERMANTOWN AVE
E ABBOTTSFORD AVE & STENTON AVE
GREENE ST & W ROCKLAND ST
KNOX ST & WYNEVA ST
STENTON AVE & WYNEVA ST

Streets Cityworks Work Order ID: 975252 **Total number of ramps on this Work Order: 36**

Street intersections attached to this Work Order
S 55TH ST & DELANCEY ST
S 55TH ST & PINE ST
S 56TH ST & DELANCEY ST
S 57TH ST & LOCUST ST
S 58TH ST & LOCUST ST
S ALDEN ST & LOCUST ST
S ALDEN ST & SPRUCE ST
S ALDEN ST & WALNUT ST
S ALLISON ST & DELANCEY ST
S CECIL ST & LOCUST ST
S CECIL ST & SPRUCE ST
S CECIL ST & WALNUT ST

Streets Cityworks Work Order ID: 975818 **Total number of ramps on this Work Order: 1**

Street intersections attached to this Work Order
N 3RD ST & 67TH AVE

Streets Cityworks Work Order ID: 980068 **Total number of ramps on this Work Order: 25**

Street intersections attached to this Work Order
N 10TH ST & W PIKE ST
N 5TH ST & W LYCOMING ST
N 6TH ST & W LYCOMING ST
N DELHI ST & W PIKE ST
N FAIRHILL ST & W LUZERNE ST
N FAIRHILL ST & W LYCOMING ST
N MARSHALL ST & W PIKE ST
W LUZERNE ST & N REESE ST
W LYCOMING ST & N MARSHALL ST
W LYCOMING ST & N REESE ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 984429 Total number of ramps on this Work Order: 21

Street intersections attached to this Work Order
S 84TH ST & LINDBERGH BLVD
S 86TH ST & LINDBERGH BLVD

Streets Cityworks Work Order ID: 984586 Total number of ramps on this Work Order: 13

Street intersections attached to this Work Order
DIAMOND ST & N GRATZ ST
FONTAIN ST & N GRATZ ST
N 15TH ST & FONTAIN ST
N 16TH ST & FONTAIN ST
N 16TH ST & PAGE ST
N CLEVELAND ST & FONTAIN ST
N CLEVELAND ST & W NORRIS ST
N GRATZ ST & W NORRIS ST

Streets Cityworks Work Order ID: 985893 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
N 26TH ST & CECIL B MOORE AVE

Streets Cityworks Work Order ID: 986196 Total number of ramps on this Work Order: 4

Street intersections attached to this Work Order
N 11TH ST & W VENANGO ST
N MARVINE ST & W VENANGO ST

Streets Cityworks Work Order ID: 990369 Total number of ramps on this Work Order: 4

Street intersections attached to this Work Order
ALGON AVE & DEVEREAUX AVE
ALGON AVE & OXFORD AVE
DEVEREAUX AVE & SUMMERDALE AVE
MAGEE AVE & MONTOUR ST

Streets Cityworks Work Order ID: 990594 Total number of ramps on this Work Order: 4

Street intersections attached to this Work Order
DECATUR ST & JACKSON ST
DECATUR ST & WALKER ST
LANSING ST & WALKER ST

Streets Cityworks Work Order ID: 990636 Total number of ramps on this Work Order: 2

Street intersections attached to this Work Order
A ST & E SPENCER AVE
E CHAMPLOST AVE & ELLA ST

Streets Cityworks Work Order ID: 992197 Total number of ramps on this Work Order: 1

Street intersections attached to this Work Order
LANGDON ST & E ROOSEVELT BLVD



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 994410 Total number of ramps on this Work Order: 13

Street intersections attached to this Work Order
BELFIELD AVE & E WISTER ST
CONARROE ST & MAIN ST
GAY ST & MAIN ST
GREEN LN & MAIN ST
LEVERINGTON AVE & MAIN ST
MAIN ST & RING ST
RUFE ST & E WISTER ST

Streets Cityworks Work Order ID: 994414 Total number of ramps on this Work Order: 17

Street intersections attached to this Work Order
ALDINE ST & COTTAGE ST
ALDINE ST & JACKSON ST
BLEIGH AVE & COTTAGE ST
BLEIGH AVE & JACKSON ST
COTTAGE ST & COTTMAN AVE
COTTAGE ST & TEESDALE ST
JACKSON ST & LORING ST
JACKSON ST & TEESDALE ST

Streets Cityworks Work Order ID: 995244 Total number of ramps on this Work Order: 19

Street intersections attached to this Work Order
ARCH ST & N FELTON ST
N 62ND ST & RACE ST
N 63RD ST & RACE ST
N 64TH ST & RACE ST
N 65TH ST & RACE ST
N AVONDALE ST & RACE ST
N FELTON ST & RACE ST
N GROSS ST & RACE ST
RACE ST & N SIMPSON ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 996452 Total number of ramps on this Work Order: 25

Street intersections attached to this Work Order
N 3RD ST & W MAYFIELD ST
N HANCOCK ST & W INDIANA AVE
N HANCOCK ST & W STELLA ST
PALETHORP ST & W STELLA ST
W CAMBRIA ST & N LAWRENCE ST
W CAMBRIA ST & N PHILIP ST
W CAMBRIA ST & WATERLOO ST
W CLEARFIELD ST & N LAWRENCE ST
W GURNEY ST & WATERLOO ST
W INDIANA AVE & MUTTER ST
W INDIANA AVE & N LAWRENCE ST
W INDIANA AVE & N PHILIP ST
W SOMERSET ST & WATERLOO ST

Streets Cityworks Work Order ID: 996697 Total number of ramps on this Work Order: 10

Street intersections attached to this Work Order
S 55TH ST & BELMAR ST
S 55TH ST & SPRINGFIELD AVE
S 55TH ST & TRINITY ST
S 55TH ST & WINDSOR ST

Streets Cityworks Work Order ID: 996701 Total number of ramps on this Work Order: 8

Street intersections attached to this Work Order
DIAMOND ST & HOPE ST
HOPE ST & W NORRIS ST
HOPE ST & W SUSQUEHANNA AVE

Streets Cityworks Work Order ID: 997186 Total number of ramps on this Work Order: 21

Street intersections attached to this Work Order
ASHVILLE ST & LEON ST
ASHVILLE ST & ROWLAND AVE
CRISPIN ST & LANSING ST
DECATUR ST & LEON ST
HARTEL AVE & LEON ST
LEON ST & MERIDIAN ST
LEON ST & RHAWN ST
ROWLAND AVE & VISTA ST



TOTAL RAMPS FOR THE YEAR 2023: 1437

Streets Cityworks Work Order ID: 998163 **Total number of ramps on this Work Order: 13**

Street intersections attached to this Work Order
JAMESTOWN AVE & MAIN ST
MAIN ST & PENSDALE ST
MAIN ST & ROXBOROUGH AVE
RUBICAM ST & E WISTER ST

Streets Cityworks Work Order ID: 998184 **Total number of ramps on this Work Order: 6**

Street intersections attached to this Work Order
MAIN ST & RIDGE AVE
MAIN ST & SHURS LN

Streets Cityworks Work Order ID: 998764 **Total number of ramps on this Work Order: 8**

Street intersections attached to this Work Order
ASHLAND AVE & COBBS CREEK PKWY
COBBS CREEK PKWY & THOMAS AVE
COBBS CREEK PKWY & WHITBY AVE
S 58TH ST & THOMAS AVE
S 58TH ST & WILLOWS AVE

Streets Cityworks Work Order ID: 999298 **Total number of ramps on this Work Order: 20**

Street intersections attached to this Work Order
N 24TH ST & W CLEARFIELD ST
N 25TH ST & W INDIANA AVE
N 26TH ST & W INDIANA AVE
N 27TH ST & CHALMERS AVE
N BAILEY ST & W INDIANA AVE
N BAMBREY ST & W INDIANA AVE
W CLEARFIELD ST & JUDSON ST
W INDIANA AVE & N STILLMAN ST
W INDIANA AVE & N TANEY ST

INSTALLED BAN TREATMENTS

TOTAL BAN TREATMENTS FOR FISCAL YEAR 2023: 114

Streets Intersections with Installed Ban Treatments

Intersection	Corner	Basis
TASKER & BEULAH	NE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & FRANKLIN	SE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & CARLISLE (North Tasker)	NE, NW, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & CARLISLE (South Tasker)	SE, SW, TW, TE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & ROSEWOOD	TE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & BANCROFT	SE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & COLORADO	TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & BOUVIER	TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & CLEVELAND	TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & DORRANCE	TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & GARNET	TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & OPAL	TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & CAPITOL	TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & LAMBERT	TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & TAYLOR	NE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & STILLMAN	NW, SW, NE, SE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & BAMBREY	NE, NW, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & BAILEY	NW, SW, NE, SE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & TANEY	NW, SW, NE, SE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & ETTING	NW, SW, NE, SE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & MARSTON	SW, NE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & NEWKIRK	NW, SW, NE, SE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & DOVER	NW, SW, NE, SE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & HOLLYWOOD	NW, SW, NE, SE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & MYRTLEWOOD	TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & CORLIES NORTH	NW, TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & CORLIES SOUTH	NE, NW, TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & STANLEY	SE, SW, TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.
TASKER & NAPA	NE, NW, TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.

TASKER & PATTON	NE, NW, TE, TW	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators. Pedestrian study demonstrates that the introduction of an uncontrolled crossing would put pedestrians at undue risk AND none of the other reasons apply. (crossing leads to dead end in triangle, no safe footway on western side of road)
TASKER & 33RD - 34TH	NE, NW, TE, TW	
WASHINGTON & GRAYS FERRY AVE	NW	Crossing is at a traffic signal and cannot be designed to have a safe crossing per FHWA and ITE standards. (due to angle of turns from Washington)
WASHINGTON & 26TH	SE	FHWA/HCM "Pedestrian Delay at Unsignalized Intersection Form" determines there is a 'very high' risk for pedestrian behavior. (2 turn lanes for WB; Pedestrian delay: 128054.4 sec)
WASHINGTON & DORRANCE	SE, SW, TE, TW	FHWA/HCM "Pedestrian Delay at Unsignalized Intersection Form" determines there is a 'very high' risk for pedestrian behavior. (Pedestrian delay: 94814.4)
WASHINGTON & CLEVELAND ST	TE, TW	FHWA/HCM "Pedestrian Delay at Unsignalized Intersection Form" determines there is a 'very high' risk for pedestrian behavior. (Pedestrian delay: 94814.4)
WASHINGTON & BOUVIER ST	NE, NW, TE, TW	FHWA/HCM "Pedestrian Delay at Unsignalized Intersection Form" determines there is a 'very high' risk for pedestrian behavior. (Pedestrian delay: 94814.4)
WASHINGTON & COLORADO ST	NE, TE, TW	FHWA/HCM "Pedestrian Delay at Unsignalized Intersection Form" determines there is a 'very high' risk for pedestrian behavior. (Pedestrian delay: 94814.4)
WASHINGTON & CHADWICK ST	NE, NW, TE, TW	FHWA/HCM "Pedestrian Delay at Unsignalized Intersection Form" determines there is a 'very high' risk for pedestrian behavior. (Pedestrian delay: 94814.4)
WASHINGTON & CLIFTON ST	NE, NW	FHWA/HCM "Pedestrian Delay at Unsignalized Intersection Form" determines there is a 'very high' risk for pedestrian behavior. (Pedestrian delay: 33111.3)
WASHINGTON & ALDER ST	SE, SW, TW	FHWA/HCM "Pedestrian Delay at Unsignalized Intersection Form" determines there is a 'very high' risk for pedestrian behavior. (Pedestrian delay: 33111.3)
WASHINGTON & DARIEN ST	SE, SW, TE, TW TE	There is a controlled crosswalk within 300 feet, and there are no pedestrian generators.



See the last tab of this workbook for instructions

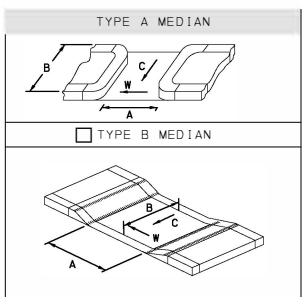
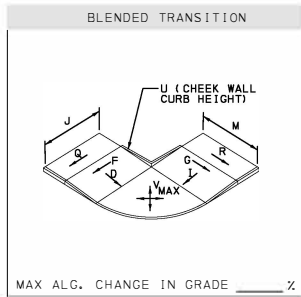
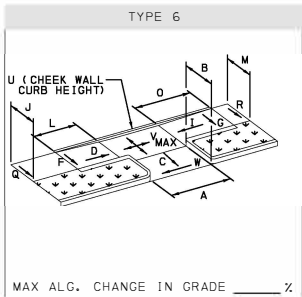
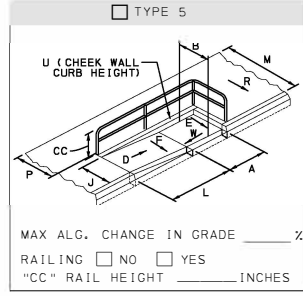
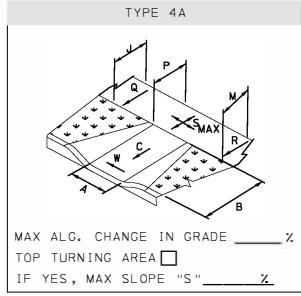
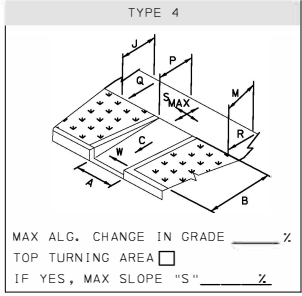
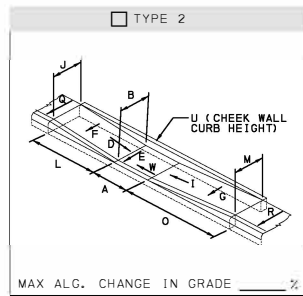
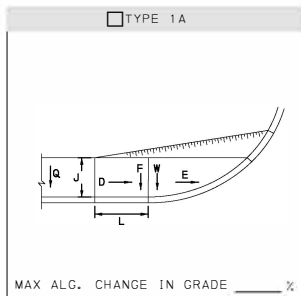
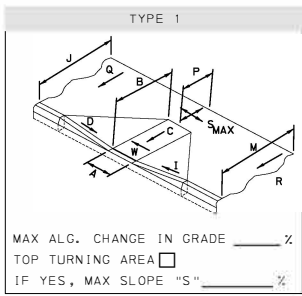
*Date of Investigation (yyyy mm dd)	2022	11	22	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.40	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	10.1	%
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)				12
*Curb Ramp Type	Type 1			
*North Leg	Broad	(segment)	(offset)	
*North Leg Desc.	St	SR	0611	
*East Leg	McKean	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Broad	(segment)	(offset)	
*South Leg Desc.	St	SR	0611	
*West Leg	McKean	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

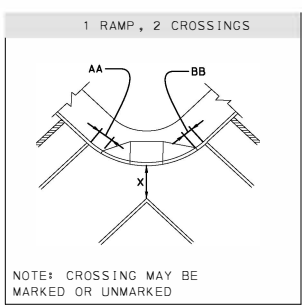
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BroadSt-McKeanSt-BroadSt-McKeanSt-2022-11-22-12-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions



- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"



"0.00" inches or %		
*	A	48 (IN)
*	B	81 (IN)
*	C	6.70 (%)
*	D	7.20 (%)
*	E	8.60 (%)
*	F	5.90 (%)
*	G	5.60 (%)
*	H	4.70 (%)
*	I	4.20 (%)
*	J	134 (IN)
*	K	6 (IN)
*	L	52 (IN)
*	M	268 (IN)
*	N	3 (IN)
*	O	39 (IN)
*	P	49 (IN)
*	Q	3.40 (%)
*	R	2.10 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	168 (IN)
*	Z	(IN)
*	ZZ	204 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



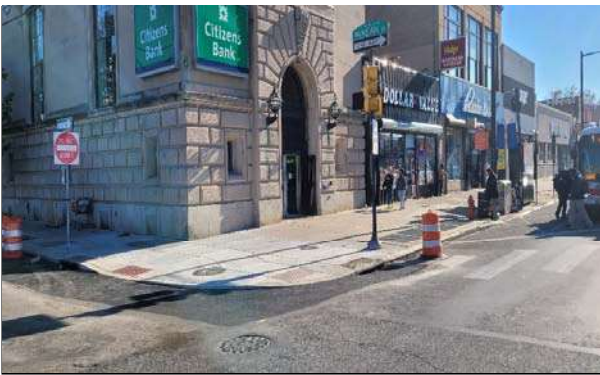
Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	22	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes		Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.60		%	
Cross Slope in Front of Ramp (Road Profile)	1.10		%	
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	7.4	%
Intersection Ramp # of #	2		2	
*Ramp Location (Use Figure Below)			14	
*Curb Ramp Type	Type 1			
*North Leg	Broad	(segment)	(offset)	
*North Leg Desc.	St	SR	0611	
*East Leg	McKean	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Broad	(segment)	(offset)	
*South Leg Desc.	St	SR	0611	
*West Leg	McKean	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BroadSt-McKeanSt-BroadSt-McKeanSt-2022-11-22-14-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	41 (IN)
*	C	5.80 (%)
*	D	4.80 (%)
*	E	5.40 (%)
*	F	5.90 (%)
*	G	4.50 (%)
*	H	8.10 (%)
*	I	8.90 (%)
*	J	134 (IN)
*	K	3 (IN)
*	L	31 (IN)
*	M	268 (IN)
*	N	3 (IN)
*	O	24 (IN)
*	P	48 (IN)
*	Q	3.40 (%)
*	R	2.10 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	96 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



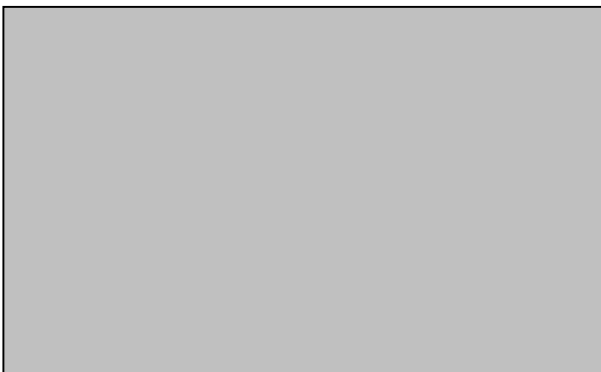
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	06
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.60	%	
Cross Slope in Front of Ramp (Road Profile)	1.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	10.0 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	47th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Cedar	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	47th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Cedar	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-47thSt-CedarAve-47thSt-CedarAve-2022-09-06-12-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	40 (IN)
*	C	7.40 (%)
*	D	6.00 (%)
*	E	7.50 (%)
*	F	7.90 (%)
*	G	7.40 (%)
*	H	9.80 (%)
*	I	9.20 (%)
*	J	72 (IN)
*	K	4 (IN)
*	L	40 (IN)
*	M	108 (IN)
*	N	3 (IN)
*	O	42 (IN)
*	P	48 (IN)
*	Q	2.70 (%)
*	R	1.30 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



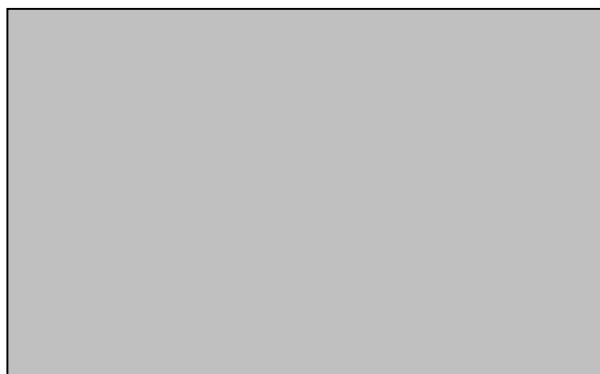
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	06
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.70	%	
Cross Slope in Front of Ramp (Road Profile)	1.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	4.7 %
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	47th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Cedar	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	47th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Cedar	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-47thSt-CedarAve-47thSt-CedarAve-2022-09-06-14-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	52 (IN)
*	C	3.00 (%)
*	D	4.50 (%)
*	E	5.80 (%)
*	F	3.60 (%)
*	G	1.90 (%)
*	H	9.80 (%)
*	I	9.30 (%)
*	J	72 (IN)
*	K	3 (IN)
*	L	31 (IN)
*	M	108 (IN)
*	N	4 (IN)
*	O	52 (IN)
*	P	48 (IN)
*	Q	2.70 (%)
*	R	1.30 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



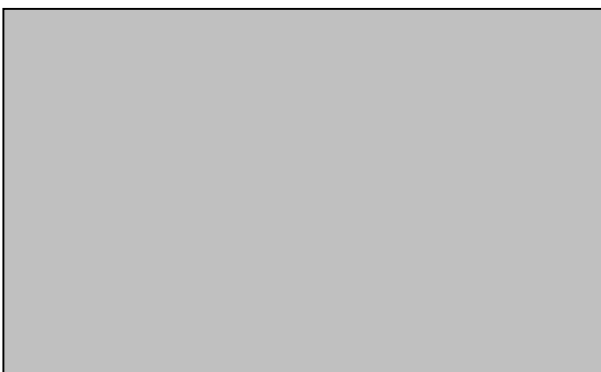
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	06
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.40	%	
Cross Slope in Front of Ramp (Road Profile)	1.10	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	11.3 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	7th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Catharine	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	7th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Catharine	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-7thSt-CatharineSt-7thSt-CatharineSt-2022-09-06-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	52 (IN)
*	C	7.90 (%)
*	D	5.30 (%)
*	E	7.20 (%)
*	F	6.90 (%)
*	G	7.70 (%)
*	H	5.80 (%)
*	I	5.40 (%)
*	J	133 (IN)
*	K	4 (IN)
*	L	38 (IN)
*	M	134 (IN)
*	N	3 (IN)
*	O	32 (IN)
*	P	48 (IN)
*	Q	3.80 (%)
*	R	5.00 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



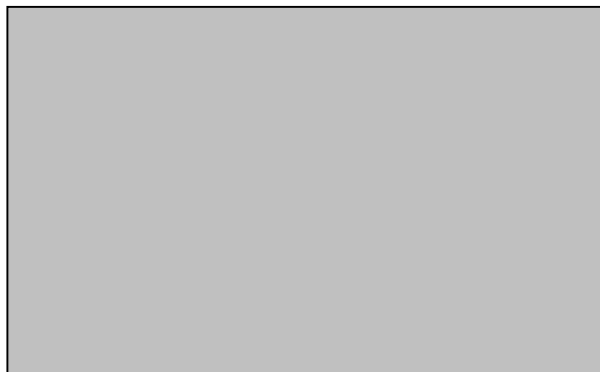
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	06
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.60	%	
Cross Slope in Front of Ramp (Road Profile)	0.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	9.4 %
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	7th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Catharine	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	7th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Catharine	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-7thSt-CatharineSt-7thSt-CatharineSt-2022-09-06-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>53 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.80 (%)</td></tr> <tr><td>*</td><td>D</td><td>3.70 (%)</td></tr> <tr><td>*</td><td>E</td><td>4.80 (%)</td></tr> <tr><td>*</td><td>F</td><td>6.00 (%)</td></tr> <tr><td>*</td><td>G</td><td>6.50 (%)</td></tr> <tr><td>*</td><td>H</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>I</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>J</td><td>133 (IN)</td></tr> <tr><td>*</td><td>K</td><td>3 (IN)</td></tr> <tr><td>*</td><td>L</td><td>32 (IN)</td></tr> <tr><td>*</td><td>M</td><td>134 (IN)</td></tr> <tr><td>*</td><td>N</td><td>2 (IN)</td></tr> <tr><td>*</td><td>O</td><td>31 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>3.80 (%)</td></tr> <tr><td>*</td><td>R</td><td>5.00 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(IN)</td></tr> <tr><td>*</td><td>W</td><td>1.30 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>180 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>50 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48 (IN)	*	B	53 (IN)	*	C	6.80 (%)	*	D	3.70 (%)	*	E	4.80 (%)	*	F	6.00 (%)	*	G	6.50 (%)	*	H	1.50 (%)	*	I	1.80 (%)	*	J	133 (IN)	*	K	3 (IN)	*	L	32 (IN)	*	M	134 (IN)	*	N	2 (IN)	*	O	31 (IN)	*	P	48 (IN)	*	Q	3.80 (%)	*	R	5.00 (%)	*	S	1.20 (%)	*	T	(IN)	*	U	(IN)	*	V	(IN)	*	W	1.30 (%)	*	X	(IN)	*	Y	(IN)	*	YY	180 (IN)	*	Z	(IN)	*	ZZ	50 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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*	R	5.00 (%)																																																																																																	
*	S	1.20 (%)																																																																																																	
*	T	(IN)																																																																																																	
*	U	(IN)																																																																																																	
*	V	(IN)																																																																																																	
*	W	1.30 (%)																																																																																																	
*	X	(IN)																																																																																																	
*	Y	(IN)																																																																																																	
*	YY	180 (IN)																																																																																																	
*	Z	(IN)																																																																																																	
*	ZZ	50 (IN)																																																																																																	
*	AA	(IN)																																																																																																	
*	BB	(IN)																																																																																																	
*	CC	(IN)																																																																																																	
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																		

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	06
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.90	%	
Cross Slope in Front of Ramp (Road Profile)	1.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	11.0 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Vista	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Jackson	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Vista	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Jackson	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-VistaSt-JacksonSt-VistaSt-JacksonSt-2022-09-06-7-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			
(insert comments below)			

"0.00" inches or %		
*	A	48 (IN)
*	B	40 (IN)
*	C	7.10 (%)
*	D	5.80 (%)
*	E	7.60 (%)
*	F	7.40 (%)
*	G	4.50 (%)
*	H	4.90 (%)
*	I	5.00 (%)
*	J	71 (IN)
*	K	4 (IN)
*	L	43 (IN)
*	M	83 (IN)
*	N	4 (IN)
*	O	41 (IN)
*	P	48 (IN)
*	Q	4.40 (%)
*	R	2.00 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	06
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.20	%	
Cross Slope in Front of Ramp (Road Profile)	0.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	10.4 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	Ferndale	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Rhawn	(segment)	(offset)
*East Leg Desc.	St	SR	1014
*South Leg	Ferndale	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Rhawn	(segment)	(offset)
*West Leg Desc.	St	SR	1014

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-FerndaleSt-RhawnSt-FerndaleSt-RhawnSt-2022-09-06-4-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	50 (IN)
*	C	7.20 (%)
*	D	3.20 (%)
*	E	5.40 (%)
*	F	7.40 (%)
*	G	6.40 (%)
*	H	3.60 (%)
*	I	2.10 (%)
*	J	96 (IN)
*	K	2 (IN)
*	L	47 (IN)
*	M	57 (IN)
*	N	4 (IN)
*	O	37 (IN)
*	P	50 (IN)
*	Q	1.00 (%)
*	R	0.50 (%)
*	S	1.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	06
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.30	%	
Cross Slope in Front of Ramp (Road Profile)	1.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	9.4 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	York	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Glenwood	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	York	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Glenwood	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-YorkSt-GlenwoodAve-YorkSt-GlenwoodAve-2022-09-06-2-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	26 (IN)
*	C	5.10 (%)
*	D	2.80 (%)
*	E	3.30 (%)
*	F	4.90 (%)
*	G	5.60 (%)
*	H	3.60 (%)
*	I	5.30 (%)
*	J	106 (IN)
*	K	4 (IN)
*	L	36 (IN)
*	M	131 (IN)
*	N	3 (IN)
*	O	35 (IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	7.10 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	144 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



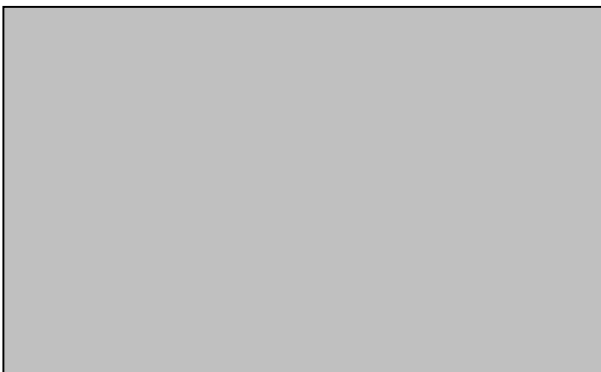
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	06
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.80	%	
Cross Slope in Front of Ramp (Road Profile)	1.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	8.2 %
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	York	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Glenwood	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	York	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Glenwood	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-YorkSt-GlenwoodAve-YorkSt-GlenwoodAve-2022-09-06-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	40 (IN)
*	C	6.40 (%)
*	D	6.50 (%)
*	E	7.10 (%)
*	F	6.40 (%)
*	G	6.90 (%)
*	H	4.20 (%)
*	I	2.40 (%)
*	J	106 (IN)
*	K	3 (IN)
*	L	58 (IN)
*	M	131 (IN)
*	N	4 (IN)
*	O	49 (IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	7.10 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	144 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



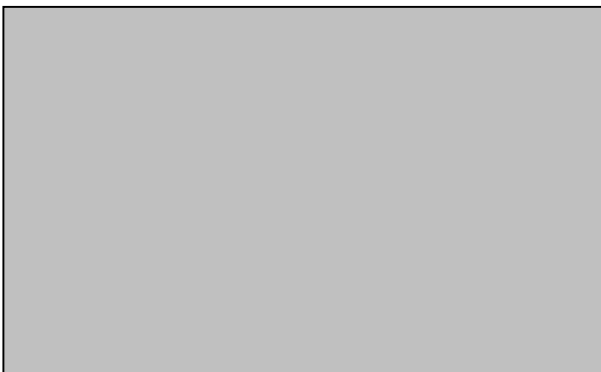
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	09
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.30	%	
Cross Slope in Front of Ramp (Road Profile)	1.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	5.5 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Midvale	(segment)	(offset)
*North Leg Desc.	Ave	SR	4011
*East Leg	Ridge	(segment)	(offset)
*East Leg Desc.	Ave	SR	3009
*South Leg	Midvale	(segment)	(offset)
*South Leg Desc.	Ave	SR	4011
*West Leg	Ridge	(segment)	(offset)
*West Leg Desc.	Ave	SR	3009

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-MidvaleAve-RidgeAve-MidvaleAve-RidgeAve-2022-09-09-12-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>39 (IN)</td></tr> <tr><td>*</td><td>C</td><td>2.20 (%)</td></tr> <tr><td>*</td><td>D</td><td>4.60 (%)</td></tr> <tr><td>*</td><td>E</td><td>4.40 (%)</td></tr> <tr><td>*</td><td>F</td><td>2.40 (%)</td></tr> <tr><td>*</td><td>G</td><td>1.90 (%)</td></tr> <tr><td>*</td><td>H</td><td>2.50 (%)</td></tr> <tr><td>*</td><td>I</td><td>6.00 (%)</td></tr> <tr><td>*</td><td>J</td><td>228 (IN)</td></tr> <tr><td>*</td><td>K</td><td>3 (IN)</td></tr> <tr><td>*</td><td>L</td><td>49 (IN)</td></tr> <tr><td>*</td><td>M</td><td>187 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>20 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>4.40 (%)</td></tr> <tr><td>*</td><td>R</td><td>3.00 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.90 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(IN)</td></tr> <tr><td>*</td><td>W</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>150 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48 (IN)	*	B	39 (IN)	*	C	2.20 (%)	*	D	4.60 (%)	*	E	4.40 (%)	*	F	2.40 (%)	*	G	1.90 (%)	*	H	2.50 (%)	*	I	6.00 (%)	*	J	228 (IN)	*	K	3 (IN)	*	L	49 (IN)	*	M	187 (IN)	*	N	3 (IN)	*	O	20 (IN)	*	P	48 (IN)	*	Q	4.40 (%)	*	R	3.00 (%)	*	S	1.90 (%)	*	T	(IN)	*	U	(IN)	*	V	(IN)	*	W	1.20 (%)	*	X	(IN)	*	Y	(IN)	*	YY	150 (IN)	*	Z	(IN)	*	ZZ	999 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																		

See the last tab of this workbook for instructions



Insert Picture 1



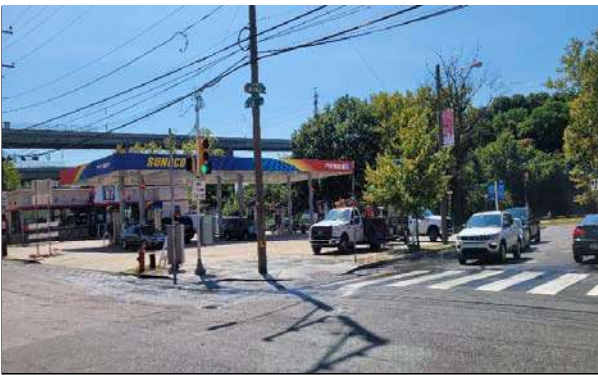
Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	09	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes		Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	4.70		%	
Cross Slope in Front of Ramp (Road Profile)	2.00		%	
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	11.8	%
Intersection Ramp # of #	2		2	
*Ramp Location (Use Figure Below)			14	
*Curb Ramp Type	Type 1			
*North Leg	Midvale	(segment)	(offset)	
*North Leg Desc.	Ave	SR	4011	
*East Leg	Ridge	(segment)	(offset)	
*East Leg Desc.	Ave	SR	3009	
*South Leg	Midvale	(segment)	(offset)	
*South Leg Desc.	Ave	SR	4011	
*West Leg	Ridge	(segment)	(offset)	
*West Leg Desc.	Ave	SR	3009	

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-MidvaleAve-RidgeAve-MidvaleAve-RidgeAve-2022-09-09-14-Type1
* Status	Current
Level of Service	Meets RC-67M



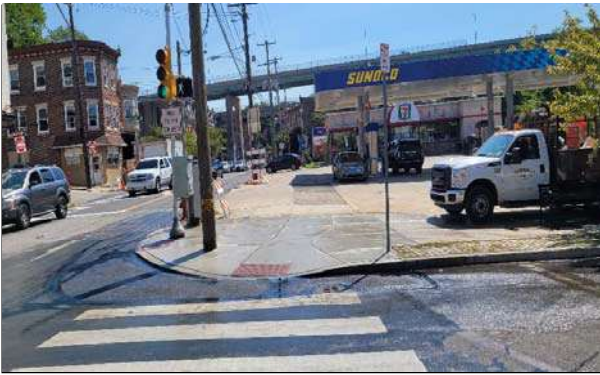
See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	86 (IN)
*	C	7.10 (%)
*	D	6.00 (%)
*	E	7.90 (%)
*	F	6.90 (%)
*	G	7.20 (%)
*	H	8.40 (%)
*	I	6.20 (%)
*	J	228 (IN)
*	K	3 (IN)
*	L	56 (IN)
*	M	187 (IN)
*	N	5 (IN)
*	O	50 (IN)
*	P	48 (IN)
*	Q	4.40 (%)
*	R	3.00 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	180 (IN)
*	Z	(IN)
*	ZZ	140 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



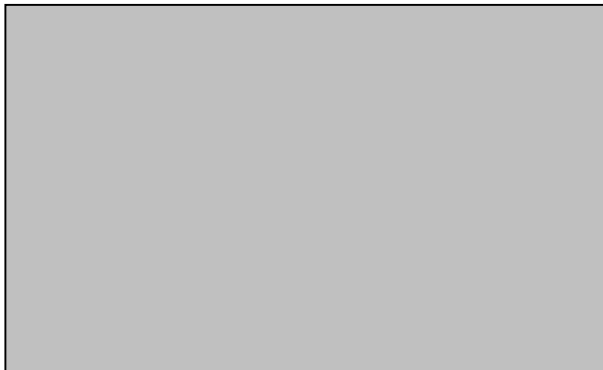
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	09
Field Investigators 1	Michael Fina		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-4.40	%	
Cross Slope in Front of Ramp (Road Profile)	1.70	%	
Turning Maneuver in Street	Yes		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg D Grade	3.9	%
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 4A		
*North Leg	Ridge	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Kingsley	(segment)	(offset)
*East Leg Desc.	Court		
*South Leg	Ridge	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg		(segment)	(offset)
*West Leg Desc.			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RidgeAve-KingsleyCourt-RidgeAve-2022-06-09-9-Type4A
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	64 (IN)
*	C	8.30 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	72 (IN)
*	K	(IN)
*	L	(IN)
*	M	72 (IN)
*	N	(IN)
*	O	(IN)
*	P	60 (IN)
*	Q	2.00 (%)
*	R	1.00 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	48 (IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	09
Field Investigators 1	Michael Fina		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-6.80	%	
Cross Slope in Front of Ramp (Road Profile)	1.70	%	
Turning Maneuver in Street	Yes		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg D Grade	-0.5	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 4A		
*North Leg	Ridge	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Kingsley	(segment)	(offset)
*East Leg Desc.	Court		
*South Leg	Ridge	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg		(segment)	(offset)
*West Leg Desc.			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RidgeAve-KingsleyCourt-RidgeAve-2022-06-09-12-Type4A
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	58 (IN)
*	C	5.90 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	67 (IN)
*	K	(IN)
*	L	(IN)
*	M	63 (IN)
*	N	(IN)
*	O	(IN)
*	P	60 (IN)
*	Q	1.00 (%)
*	R	2.00 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	48 (IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Ramp 22nd Street Sansom Street Ramp 1 of 2

*Date of Design (yyyy mm dd)	2022	06	21
Designer 1	John Robinson, P.E.		
Designer 2	Andrew Mollel		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	5		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	5.10	%	1.40 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	36 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	12.2	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	22nd	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Sansom	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	22nd	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Sansom	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude	39.95179	
	Longitude	-75.17723	

Northbound

Z° = Ramp Angle w/ Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	N/A	
Push Button Turning Area - Max Slope (%)		Comments:
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-22ndSt-SansomSt-22ndSt-SansomSt-2022-06-21-4-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	



Ramp 22nd Street San om Street Ramp 1 of 2

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

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

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

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

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

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %	
* A	61 (IN)
* B	29 (IN)
* C	7.10 (%)
* D	0.10 (%)
* E	0.90 (%)
* F	3.20 (%)
* G	7.10 (%)
* H	6.80 (%)
* I	3.90 (%)
* J	106 (IN)
* K	1 (IN)
* L	84 (IN)
* M	153 (IN)
* N	3 (IN)
* O	36 (IN)
* P	51 (IN)
* Q	4.20 (%)
* R	3.40 (%)
* S	2.00 (%)
T	(IN)
U	(IN)
* V	(%)
* W	2.00 (%)
* X	(IN)
* Y	(IN)
* YY	121 (IN)
* Z	(IN)
* ZZ	999 (IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	3.60 (%)
* EE	2.70 (%)
DWS Transition Strip	
DWS Transition Strip Slope (FF)	

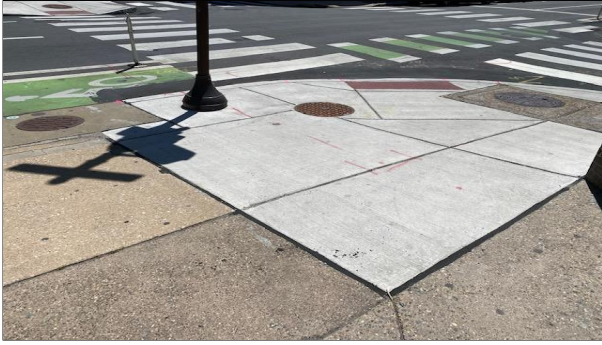
Comments

No stop bar



Ramp Street Sansom Street

22nd Ramp 1 of 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to rotating the ramp to the left; rotating the ramp to the left is not possible because it would direct pedestrians towards Sansom Street. For this reason, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #2

Consideration was given to rotating the ramp right; rotating ramp to the right is not possible because it would direct pedestrians towards 22nd Street. For this reason, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #3

Consideration was given to designing 2 ramps at this location; designing two ramps is not possible as there are manholes on each side of the existing ramp. For this reason, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Summary

PennDOT requirements dictate a max. ramp angle with crosswalk of 22 degrees. Due to existing slopes and existing manholes on each side of existing ramp the ramp is noncompliant, however, the design complies to the maximum extent possible. Proposed for this location: a Type 1 Ramp (Diagonal), max. ramp angle with crosswalk of 36 degrees.

TIF #: [TIF-06-Philadelphia-Philadelphia City-\(22nd St.\)-\(22nd St.\)-\(Sansom St.\)-\(Sansom St\)-03-Aug 3, 2022](#)
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*



Ramp 02 11th Street & Hamilton Street Ramp 1 of 2

*Date of Design (yyyy mm dd)	2022	06	27	
Designer 1	John Robinson, P.E.			
Designer 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	4			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.20	%
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	32 degrees	
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:		
ECMS #	Alg Δ Grade (%)	11.0		
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)	02			
*Curb Ramp Type	Type 1			
*North Leg	North 11th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Hamilton	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	North 11th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Hamilton	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates	Latitude	39.96033		
	Longitude	-75.15650		

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-North11thSt-HamiltonSt-North11thSt-HamiltonSt-2022-06-27-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)



Ramp 02 11th Street & Hamilton Street Ramp 1 of 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	10.00 (%)
*	D	7.70 (%)
*	E	10.20 (%)
*	F	10.00 (%)
*	G	10.00 (%)
*	H	6.30 (%)
*	I	7.70 (%)
*	J	96 (IN)
*	K	3 (IN)
*	L	46 (IN)
*	M	108 (IN)
*	N	3 (IN)
*	O	37 (IN)
*	P	12 (IN)
*	Q	0.10 (%)
*	R	1.50 (%)
*	S	0.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.00 (%)
*	EE	0.40 (%)
DWS Transition Strip		No
DWS Transition Strip Slope (FF)		(%)

Comments

No Stop Bar



Ramp 02
11th Street & Hamilton Street
Ramp 1 of 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

ADA Technically Infeasible Form									
(Used to document design decisions and to be completed before construction)									
*Facility Type <input checked="" type="checkbox"/> Curb Ramp <input type="checkbox"/> Sidewalk <input type="checkbox"/> Ped. Push Button <input type="checkbox"/> Ped. Signal <input type="checkbox"/> Other _____	Complete Section Below to ADD Location to Transition Plan *Add Location to Transition Plan <input type="checkbox"/> Yes <input type="checkbox"/> No Suggested Repair _____ N/A Approx. Repair Costs _____ N/A Actual Repair Costs _____ N/A Actual Repair _____ N/A Date Repaired _____ N/A								
Justification for Technically Infeasible <i>(check all that apply)</i> <input type="checkbox"/> Limited Right-of-Way <input checked="" type="checkbox"/> Existing Utilities <input checked="" type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input checked="" type="checkbox"/> Other 1 Existing slopes <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____	General Information *District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # N/A Submitter Information Submitted By: John M. Robinson, P.E. Submitter Company: JMR Engineering, LLC Street Address: 106 Schubert Drive City State Zip: Downingtown, PA 19335 Telephone: 484-880-7342 *Date Submitted: June 30, 2022								
Project Information Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input checked="" type="checkbox"/> Other Utility Project _____ Pedestrian Traffic <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian Trip Generators <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Safety Concerns <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No R9-3A "No Peds" Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Crosswalk <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Sidewalk <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Push Buttons <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No ADT N/A	Location Identification Northbound N. 11th St *SR North - Segment, Offset N. 11th St *SR South - Segment, Offset Hamilton St *SR East - Segment, Offset Hamilton St *SR West - Segment, Offset 02 Location #								
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:50%;">Investigated design alternatives</th> <th style="width:50%;">Why alternative was not selected</th> </tr> </thead> <tbody> <tr> <td>1) move ramp east</td> <td>would interfere with the adjacent ramp</td> </tr> <tr> <td>2) move ramp west</td> <td>would interfere with drainage system</td> </tr> <tr> <td>3) extend ramp</td> <td>would be infeasible to adjust concrete</td> </tr> </tbody> </table>	Investigated design alternatives	Why alternative was not selected	1) move ramp east	would interfere with the adjacent ramp	2) move ramp west	would interfere with drainage system	3) extend ramp	would be infeasible to adjust concrete	
Investigated design alternatives	Why alternative was not selected								
1) move ramp east	would interfere with the adjacent ramp								
2) move ramp west	would interfere with drainage system								
3) extend ramp	would be infeasible to adjust concrete								
Alternative selected and description of what requirement is not met A Type 1 ramp is designed at this location. The following slope requirement(s) are not met: max. ramp slope of 8.33% and min. ramp length of 4'. Due to the existing slopes and adjacent utilities the ramp is noncompliant, however, the design complies to the maximum extent possible.									
ADA Review Committee Recommendation <input type="checkbox"/> Approved <input type="checkbox"/> Denied ADA Review Committee Chair - Date _____	ADE of Design Approval Status <input type="checkbox"/> Approved <input type="checkbox"/> Denied District ADE of Design - Date _____								
TIF #: TIF-06-Philadelphia-Philadelphia City-(N. 11th St)-(N. 11th St)-(Hamilton St)-(Hamilton St)-02-Jun 30, 2022 (TIF Number automatically assigned. All fields marked with * provide data for TIF #)									



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to moving the ramp to the east; moving the ramp to the east is not possible because it would interfere with adjacent ramp. For this reason, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #2

Consideration was given to moving the ramp west; moving the ramp west is not possible because of the existing drainage system. For this reason, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #3

Consideration was given to extending the ramp; extending the ramp may help ramp slopes, but would infeasible to adjust the concrete. For this reason, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Summary

PennDOT requirements dictate a max. ramp longitudinal slope of 8.33% and min. ramp length of 4'. Due to existing slopes, existing drainage system, and infeasibility the ramp is noncompliant, however, the design complies to the maximum extent possible. Proposed for this location: a Type 1 Ramp, max. ramp longitudinal slope of 10% and min ramp length of 1'.

TIF #: [TIF-06-Philadelphia-Philadelphia City-\(N. 11th St\)-\(N. 11th St\)-\(Hamilton St\)-\(Hamilton St\)-02-Jun 30, 2022](#)
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)



Ramp 04 11th Street & Hamilton Street Ramp 2 of 2

*Date of Design (yyyy mm dd)	2022	06	27
Designer 1	John Robinson, P.E.		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.00	%	1.00 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	9 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	8.3	
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	North 11th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Hamilton	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	North 11th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Hamilton	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude	39.96033	
	Longitude	-75.15650	

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-North11thSt-HamiltonSt-North11thSt-HamiltonSt-2022-06-27-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



Ramp 04 11th Street & Hamilton Street Ramp 2 of 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	48 (IN)
*	C	7.30 (%)
*	D	6.20 (%)
*	E	6.80 (%)
*	F	6.60 (%)
*	G	7.30 (%)
*	H	7.40 (%)
*	I	5.30 (%)
*	J	96 (IN)
*	K	3 (IN)
*	L	43 (IN)
*	M	108 (IN)
*	N	3 (IN)
*	O	36 (IN)
*	P	48 (IN)
*	Q	0.10 (%)
*	R	1.50 (%)
*	S	0.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	180 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.00 (%)
*	EE	0.80 (%)
DWS Transition Strip		No
DWS Transition Strip Slope (FF)		(%)

Comments

No Stop Bar



Ramp 04 11th Street & Hamilton Street Ramp 2 of 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	04	04	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.60	%		
Cross Slope in Front of Ramp (Road Profile)	2.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	9.6	%
Intersection Ramp # of #	1	3		
*Ramp Location (Use Figure Below)	19			
*Curb Ramp Type	Type 1			
*North Leg		(segment)	(offset)	
*North Leg Desc.				
*East Leg	Ridge	(segment)	(offset)	
*East Leg Desc.	Ave	SR	3009	
*South Leg		(segment)	(offset)	
*South Leg Desc.				
*West Leg	Main	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RidgeAve-MainSt-2023-04-04-19-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	47 (IN)
*	C	7.00 (%)
*	D	2.50 (%)
*	E	4.50 (%)
*	F	6.00 (%)
*	G	6.20 (%)
*	H	5.80 (%)
*	I	4.80 (%)
*	J	95 (IN)
*	K	3 (IN)
*	L	40 (IN)
*	M	95 (IN)
*	N	5 (IN)
*	O	62 (IN)
*	P	48 (IN)
*	Q	1.90 (%)
*	R	1.10 (%)
*	S	1.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	180 (IN)
*	Z	(IN)
*	ZZ	217 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

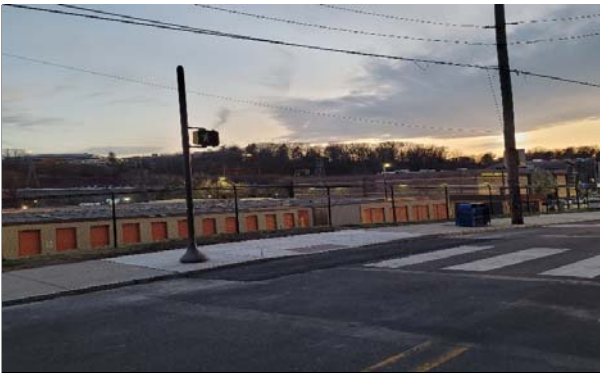
See the last tab of this workbook for instructions



Insert Picture 1



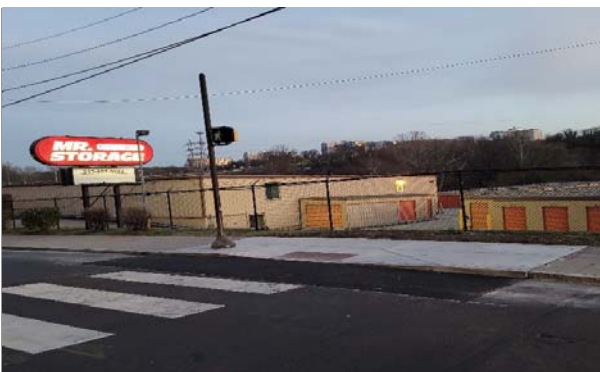
Insert Picture 4



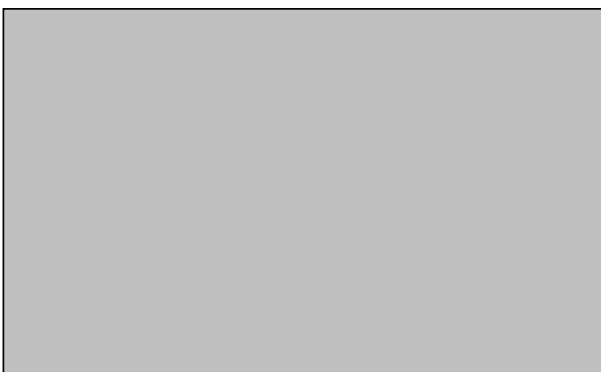
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	04	04	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	5.00	%		
Cross Slope in Front of Ramp (Road Profile)	0.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	9.3	%
Intersection Ramp # of #	2	3		
*Ramp Location (Use Figure Below)				33
*Curb Ramp Type	Median Type B			
*North Leg		(segment)	(offset)	
*North Leg Desc.				
*East Leg	Ridge	(segment)	(offset)	
*East Leg Desc.	Ave	SR	3009	
*South Leg		(segment)	(offset)	
*South Leg Desc.				
*West Leg	Main	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RidgeAve-MainSt-2023-04-04-33-MedianTypeB
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	60 (IN)
*	B	116 (IN)
*	C	4.30 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	(IN)
*	K	4 (IN)
*	L	13 (IN)
*	M	(IN)
*	N	6 (IN)
*	O	24 (IN)
*	P	(IN)
*	Q	(%)
*	R	(%)
*	S	(%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	180 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



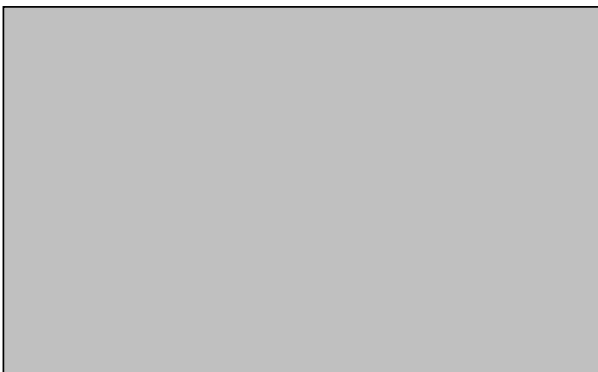
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	04	04
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.60	%	
Cross Slope in Front of Ramp (Road Profile)	1.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	4.6 %
Intersection Ramp # of #	3	3	
*Ramp Location (Use Figure Below)	34		
*Curb Ramp Type	Median Type B		
*North Leg		(segment)	(offset)
*North Leg Desc.			
*East Leg	Ridge	(segment)	(offset)
*East Leg Desc.	Ave	SR	3009
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg	Main	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RidgeAve-MainSt-2023-04-04-34-MedianTypeB
* Status	Current
Level of Service	Meets RC-67M

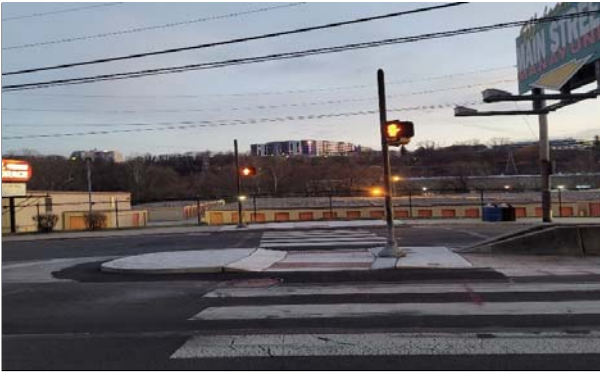
See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	60 (IN)
*	B	116 (IN)
*	C	1.00 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	(IN)
*	K	6 (IN)
*	L	24 (IN)
*	M	(IN)
*	N	2 (IN)
*	O	13 (IN)
*	P	(IN)
*	Q	(%)
*	R	(%)
*	S	(%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	180 (IN)
*	Z	(IN)
*	ZZ	144 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

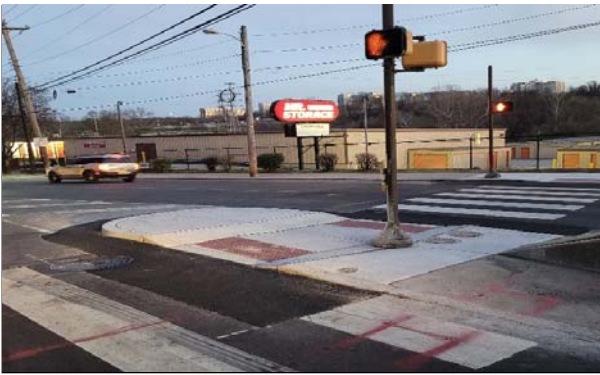
See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	10	12
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.10	%	
Cross Slope in Front of Ramp (Road Profile)	1.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	9.5 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	11TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	HAMILTON	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	11TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	HAMILTON	(segment)	(offset)
*West Leg Desc.	ST		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-11THST-HAMILTONST-11THST-HAMILTONST-2022-10-12-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																																																
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																																																
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																																																	
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<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td style="text-align: center;">48</td><td>(IN)</td></tr> <tr><td>*</td><td>B</td><td style="text-align: center;">63</td><td>(IN)</td></tr> <tr><td>*</td><td>C</td><td style="text-align: center;">7.40</td><td>(%)</td></tr> <tr><td>*</td><td>D</td><td style="text-align: center;">8.30</td><td>(%)</td></tr> <tr><td>*</td><td>E</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td style="text-align: center;">7.10</td><td>(%)</td></tr> <tr><td>*</td><td>J</td><td style="text-align: center;">121</td><td>(IN)</td></tr> <tr><td>*</td><td>K</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td style="text-align: center;">120</td><td>(IN)</td></tr> <tr><td>*</td><td>N</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td style="text-align: center;">48</td><td>(IN)</td></tr> <tr><td>*</td><td>Q</td><td style="text-align: center;">0.90</td><td>(%)</td></tr> <tr><td>*</td><td>R</td><td style="text-align: center;">1.10</td><td>(%)</td></tr> <tr><td>*</td><td>S</td><td style="text-align: center;">1.40</td><td>(%)</td></tr> <tr><td>*</td><td>T</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td style="text-align: center;">1.40</td><td>(%)</td></tr> <tr><td>*</td><td>X</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td style="text-align: center;">120</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td></td><td>(IN)</td></tr> </tbody> </table>				"0.00" inches or %			*	A	48	(IN)	*	B	63	(IN)	*	C	7.40	(%)	*	D	8.30	(%)	*	E		(%)	*	F		(%)	*	G		(%)	*	H		(%)	*	I	7.10	(%)	*	J	121	(IN)	*	K		(IN)	*	L		(IN)	*	M	120	(IN)	*	N		(IN)	*	O		(IN)	*	P	48	(IN)	*	Q	0.90	(%)	*	R	1.10	(%)	*	S	1.40	(%)	*	T		(IN)	*	U		(IN)	*	V		(%)	*	W	1.40	(%)	*	X		(IN)	*	Y		(IN)	*	YY	120	(IN)	*	Z		(IN)	*	ZZ		(IN)	*	AA		(IN)	*	BB		(IN)	*	CC		(IN)
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See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	10	12	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.40	%		
Cross Slope in Front of Ramp (Road Profile)	1.50	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	10.6	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	04			
*Curb Ramp Type	Type 1			
*North Leg	11TH	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	HAMILTON	(segment)	(offset)	
*East Leg Desc.	ST			
*South Leg	11TH	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	HAMILTON	(segment)	(offset)	
*West Leg Desc.	ST			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-11THST-HAMILTONST-11THST-HAMILTONST-2022-10-12-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																		
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<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>58 (IN)</td></tr> <tr><td>*</td><td>C</td><td>8.20 (%)</td></tr> <tr><td>*</td><td>D</td><td>7.80 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>8.40 (%)</td></tr> <tr><td>*</td><td>J</td><td>120 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>121 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>S</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.70 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>				"0.00" inches or %			*	A	48 (IN)	*	B	58 (IN)	*	C	8.20 (%)	*	D	7.80 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	8.40 (%)	*	J	120 (IN)	*	K	(IN)	*	L	(IN)	*	M	121 (IN)	*	N	(IN)	*	O	(IN)	*	P	48 (IN)	*	Q	1.50 (%)	*	R	1.60 (%)	*	S	2.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.70 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	22
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.40	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	7.0 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	5TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	SOMERSET	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	5TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	SOMERSET	(segment)	(offset)
*West Leg Desc.	ST		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-5THST-SOMERSETST-5THST-SOMERSETST-2022-09-22-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	53 (IN)
*	C	5.60 (%)
*	D	9.40 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.60 (%)
*	J	120 (IN)
*	K	(IN)
*	L	(IN)
*	M	98 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.80 (%)
*	R	1.90 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	22
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.20	%	
Cross Slope in Front of Ramp (Road Profile)	0.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	9.4 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	5TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	SOMERSET	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	5TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	SOMERSET	(segment)	(offset)
*West Leg Desc.	ST		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-5THST-SOMERSETST-5THST-SOMERSETST-2022-09-22-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	82 (IN)
*	C	5.20 (%)
*	D	5.40 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.60 (%)
*	J	98 (IN)
*	K	(IN)
*	L	(IN)
*	M	120 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.00 (%)
*	R	1.60 (%)
*	S	1.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	22
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.00	%	
Cross Slope in Front of Ramp (Road Profile)	1.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	8.4 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	5TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	SOMERSET	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	5TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	SOMERSET	(segment)	(offset)
*West Leg Desc.	ST		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-5THST-SOMERSETST-5THST-SOMERSETST-2022-09-22-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
* A	48	(IN)
* B	120	(IN)
* C	5.40	(%)
* D	7.20	(%)
* E		(%)
* F		(%)
* G		(%)
* H		(%)
* I	5.50	(%)
* J	50	(IN)
* K		(IN)
* L		(IN)
* M	120	(IN)
* N		(IN)
* O		(IN)
* P	48	(IN)
* Q	1.10	(%)
* R	1.00	(%)
* S	0.60	(%)
* T		(IN)
* U		(IN)
* V		(%)
* W	0.80	(%)
* X		(IN)
* Y		(IN)
* YY	120	(IN)
* Z		(IN)
* ZZ	60	(IN)
* AA		(IN)
* BB		(IN)
* CC		(IN)

(insert comments below)

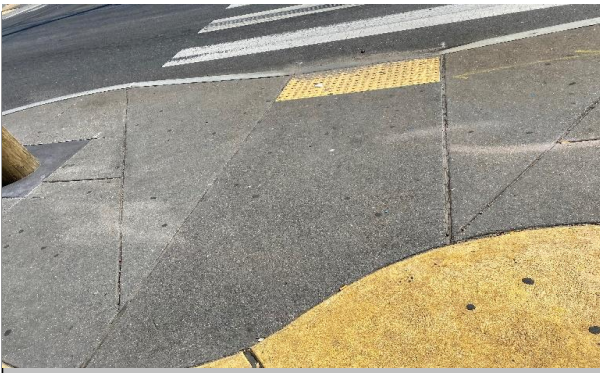
See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	22
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.10	%	
Cross Slope in Front of Ramp (Road Profile)	0.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	6.5 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	5TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	SOMERSET	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	5TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	SOMERSET	(segment)	(offset)
*West Leg Desc.	ST		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-5THST-SOMERSETST-5THST-SOMERSETST-2022-09-22-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

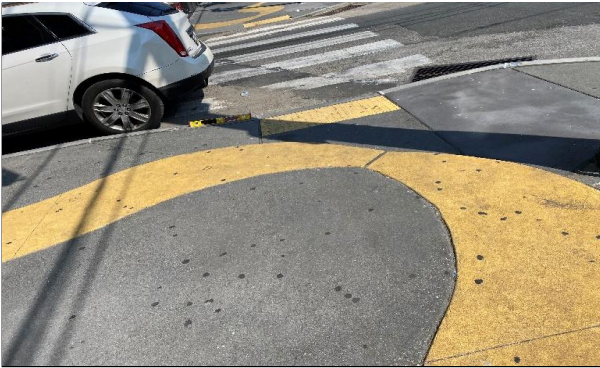
1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	53 (IN)
*	C	6.40 (%)
*	D	9.60 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	9.00 (%)
*	J	120 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.10 (%)
*	R	1.00 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	10	12	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	3.40	%		
Cross Slope in Front of Ramp (Road Profile)	1.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	11.5	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	07			
*Curb Ramp Type	Type 1			
*North Leg	20TH	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	FAIRMOUNT	(segment)	(offset)	
*East Leg Desc.	AVE			
*South Leg	20TH	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	FAIRMOUNT	(segment)	(offset)	
*West Leg Desc.	AVE			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-20THST-FAIRMOUNTAVE-20THST-FAIRMOUNTAVE-2022-10-12-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																		
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See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	10	12	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.70	%		
Cross Slope in Front of Ramp (Road Profile)	1.40	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	10.7	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	09			
*Curb Ramp Type	Type 1			
*North Leg	20TH	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	FAIRMOUNT	(segment)	(offset)	
*East Leg Desc.	AVE			
*South Leg	20TH	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	FAIRMOUNT	(segment)	(offset)	
*West Leg Desc.	AVE			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-20THST-FAIRMOUNTAVE-20THST-FAIRMOUNTAVE-2022-10-12-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																																															
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See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	10
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	<input type="checkbox"/> State Rte <input type="checkbox"/> Local Rd <input type="checkbox"/> Both		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERZON	Alg Δ Grade	7.1 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	MOYAMNESING	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	PORTER	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	MOYAMNESING	(segment)	(offset)
*South Leg Desc.	Rd		
*West Leg	PORTER	(segment)	(offset)
*West Leg Desc.	Rd		

Northbound

Accessible Push Buttons	<input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> N/A
Asset # (auto)	<input type="checkbox"/> 06-101-60000-MOYAMNESINGRd-PORTERRd-MOYAMNESINGRd-PORTERRd-2022-09-10--Type1
* Status	<input type="checkbox"/> Current <input type="checkbox"/> Archive
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

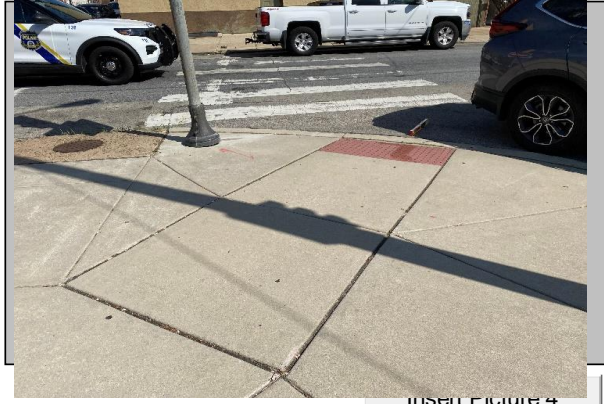
See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
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See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	22
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.70	%	
Cross Slope in Front of Ramp (Road Profile)	1.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	6.3 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	CARSON	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	MAIN	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	CARSON	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	MAIN	(segment)	(offset)
*West Leg Desc.	ST		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CARSONST-MAINST-CARSONST-MAINST-2022-09-22-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	98 (IN)
*	C	5.60 (%)
*	D	8.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.20 (%)
*	J	120 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.20 (%)
*	R	0.60 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	22
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.90	%	
Cross Slope in Front of Ramp (Road Profile)	1.20	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	10.2 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	CARSON	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	MAIN	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	CARSON	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	MAIN	(segment)	(offset)
*West Leg Desc.	ST		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CARSONST-MAINST-CARSONST-MAINST-2022-09-22-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

(insert comments below)

"0.00" inches or %			
*	A	48	(IN)
*	B	72	(IN)
*	C	7.30	(%)
*	D	7.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
*	H		(%)
*	I	8.40	(%)
*	J	48	(IN)
*	K		(IN)
*	L		(IN)
*	M	120	(IN)
*	N		(IN)
*	O		(IN)
*	P	48	(IN)
*	Q	1.00	(%)
*	R	1.60	(%)
*	S	1.10	(%)
*	T		(IN)
*	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.20	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	7.0 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	17TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	NORRIS	(segment)	(offset)
*East Leg Desc.	AVE		
*South Leg	17TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	NORRIS	(segment)	(offset)
*West Leg Desc.	AVE		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-17THST-NORRISAVE-17THST-NORRISAVE-2022-09-24-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
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See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	7.3 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	17TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	NORRIS	(segment)	(offset)
*East Leg Desc.	AVE		
*South Leg	17TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	NORRIS	(segment)	(offset)
*West Leg Desc.	AVE		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-17THST-NORRISAVE-17THST-NORRISAVE-2022-09-24-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>																																																																																																			
(insert comments below)																																																																																																			
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>54 (IN)</td></tr> <tr><td>*</td><td>C</td><td>4.80 (%)</td></tr> <tr><td>*</td><td>D</td><td>7.10 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>6.80 (%)</td></tr> <tr><td>*</td><td>J</td><td>60 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>62 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.10 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>				"0.00" inches or %			*	A	48 (IN)	*	B	54 (IN)	*	C	4.80 (%)	*	D	7.10 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	6.80 (%)	*	J	60 (IN)	*	K	(IN)	*	L	(IN)	*	M	62 (IN)	*	N	(IN)	*	O	(IN)	*	P	48 (IN)	*	Q	1.40 (%)	*	R	1.60 (%)	*	S	1.50 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.10 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	22	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.30	%		
Cross Slope in Front of Ramp (Road Profile)	0.30	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	8.6	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	02			
*Curb Ramp Type	Type 1			
*North Leg	22ND	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	JEFFERSON	(segment)	(offset)	
*East Leg Desc.	ST			
*South Leg	22ND	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	JEFFERSON	(segment)	(offset)	
*West Leg Desc.	ST			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-22NDST-JEFFERSONST-22NDST-JEFFERSONST-2022-09-22-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE ____ %

TYPE 2

MAX ALG. CHANGE IN GRADE ____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE ____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE ____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	91 (IN)
*	C	7.30 (%)
*	D	7.10 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	9.20 (%)
*	J	78 (IN)
*	K	(IN)
*	L	(IN)
*	M	80 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.80 (%)
*	R	2.00 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	120 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	22
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.20	%	
Cross Slope in Front of Ramp (Road Profile)	0.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	10.0 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	22ND	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	JEFFERSON	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	22ND	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	JEFFERSON	(segment)	(offset)
*West Leg Desc.	ST		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-22NDST-JEFFERSONST-22NDST-JEFFERSONST-2022-09-22-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	94 (IN)
*	C	7.80 (%)
*	D	9.80 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.20 (%)
*	J	81 (IN)
*	K	(IN)
*	L	(IN)
*	M	79 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.10 (%)
*	R	0.80 (%)
*	S	0.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	120 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.10	%	
Cross Slope in Front of Ramp (Road Profile)	1.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	8.0 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	24TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	DIAMOND	(segment)	(offset)
*East Leg Desc.	AVE		
*South Leg	24TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	DIAMOND	(segment)	(offset)
*West Leg Desc.	AVE		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-24THST-DIAMONDAVE-24THST-DIAMONDAVE-2022-09-24-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	56 (IN)
*	C	6.90 (%)
*	D	7.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.40 (%)
*	J	122 (IN)
*	K	(IN)
*	L	(IN)
*	M	126 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.00 (%)
*	R	1.20 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.00	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	9.0 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	24TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	DIAMOND	(segment)	(offset)
*East Leg Desc.	AVE		
*South Leg	24TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	DIAMOND	(segment)	(offset)
*West Leg Desc.	AVE		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-24THST-DIAMONDAVE-24THST-DIAMONDAVE-2022-09-24-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	85 (IN)
*	C	7.00 (%)
*	D	7.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.60 (%)
*	J	122 (IN)
*	K	(IN)
*	L	(IN)
*	M	126 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.20 (%)
*	R	1.10 (%)
*	S	0.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	60 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.20	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	11.4 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	15TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	DIAMOND	(segment)	(offset)
*East Leg Desc.	AVE		
*South Leg	15TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	DIAMOND	(segment)	(offset)
*West Leg Desc.	AVE		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-15THST-DIAMONDAVE-15THST-DIAMONDAVE-2022-09-24-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	37 (IN)
*	C	7.20 (%)
*	D	6.40 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.90 (%)
*	J	138 (IN)
*	K	(IN)
*	L	(IN)
*	M	122 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	1.60 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.20	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	8.0 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	15TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	DIAMOND	(segment)	(offset)
*East Leg Desc.	AVE		
*South Leg	15TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	DIAMOND	(segment)	(offset)
*West Leg Desc.	AVE		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-15THST-DIAMONDAVE-15THST-DIAMONDAVE-2022-09-24-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	71 (IN)
*	C	3.80 (%)
*	D	6.80 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.20 (%)
*	J	68 (IN)
*	K	(IN)
*	L	(IN)
*	M	78 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.60 (%)
*	R	1.80 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.90	%	
Cross Slope in Front of Ramp (Road Profile)	0.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	8.4 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	15TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	DIAMOND	(segment)	(offset)
*East Leg Desc.	AVE		
*South Leg	15TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	DIAMOND	(segment)	(offset)
*West Leg Desc.	AVE		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-15THST-DIAMONDAVE-15THST-DIAMONDAVE-2022-09-24-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE ____ %

TYPE 2

MAX ALG. CHANGE IN GRADE ____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE ____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE ____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

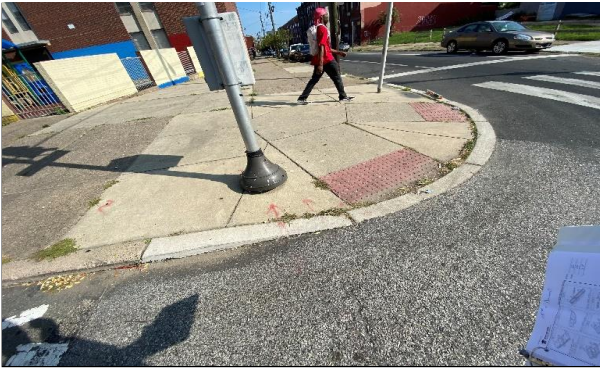
1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	80 (IN)
*	C	4.50 (%)
*	D	3.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.20 (%)
*	J	126 (IN)
*	K	(IN)
*	L	(IN)
*	M	132 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.80 (%)
*	R	1.20 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.80	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	10.2 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	15TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	DIAMOND	(segment)	(offset)
*East Leg Desc.	AVE		
*South Leg	15TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	DIAMOND	(segment)	(offset)
*West Leg Desc.	AVE		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-15THST-DIAMONDAVE-15THST-DIAMONDAVE-2022-09-24-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>																																																																																																			
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<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>82 (IN)</td></tr> <tr><td>*</td><td>C</td><td>5.40 (%)</td></tr> <tr><td>*</td><td>D</td><td>7.80 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>5.40 (%)</td></tr> <tr><td>*</td><td>J</td><td>138 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>122 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>				"0.00" inches or %			*	A	48 (IN)	*	B	82 (IN)	*	C	5.40 (%)	*	D	7.80 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	5.40 (%)	*	J	138 (IN)	*	K	(IN)	*	L	(IN)	*	M	122 (IN)	*	N	(IN)	*	O	(IN)	*	P	48 (IN)	*	Q	1.20 (%)	*	R	1.80 (%)	*	S	1.50 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	02
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.40	%	
Cross Slope in Front of Ramp (Road Profile)	1.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	10.7 %
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	22nd	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Cherry	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	22nd	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Cherry	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-22ndSt-CherrySt-22ndSt-CherrySt-2022-09-02-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>48 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.30 (%)</td></tr> <tr><td>*</td><td>D</td><td>3.00 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>5.30 (%)</td></tr> <tr><td>*</td><td>J</td><td>60 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>60 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.90 (%)</td></tr> <tr><td>*</td><td>R</td><td>0.50 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>-999 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48 (IN)	*	B	48 (IN)	*	C	7.30 (%)	*	D	3.00 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	5.30 (%)	*	J	60 (IN)	*	K	(IN)	*	L	(IN)	*	M	60 (IN)	*	N	(IN)	*	O	(IN)	*	P	48 (IN)	*	Q	1.90 (%)	*	R	0.50 (%)	*	S	1.40 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	2.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	-999 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	02
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.80	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	9.8 %
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	22nd	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Cherry	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	22nd	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Cherry	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-22ndSt-CherrySt-22ndSt-CherrySt-2022-09-02-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE ____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" ____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE ____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE ____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE ____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" ____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE ____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" ____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE ____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT ____ INCHES</p>																																																																																																	
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See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	9.5 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	26TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	SOUTH	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	26TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	SOUTH	(segment)	(offset)
*West Leg Desc.	ST		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-26THST-SOUTHST-26THST-SOUTHST-2022-09-24-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

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See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.60	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	5.2 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	26TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	SOUTH	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	26TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	SOUTH	(segment)	(offset)
*West Leg Desc.	ST		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-26THST-SOUTHST-26THST-SOUTHST-2022-09-24-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE ____ %

TYPE 2

MAX ALG. CHANGE IN GRADE ____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE ____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE ____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	66 (IN)
*	C	1.60 (%)
*	D	3.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	0.40 (%)
*	J	52 (IN)
*	K	(IN)
*	L	(IN)
*	M	49 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.40 (%)
*	R	1.80 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

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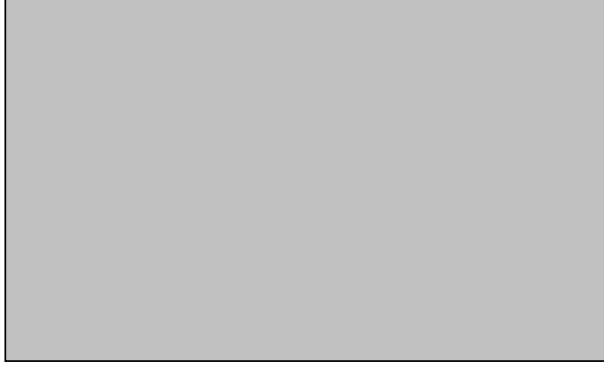
Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	9.1 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	4TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	RACE	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	4TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	RACE	(segment)	(offset)
*West Leg Desc.	ST		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-4THST-RACEST-4THST-RACEST-2022-09-24-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	78 (IN)
*	C	6.60 (%)
*	D	5.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.50 (%)
*	J	60 (IN)
*	K	(IN)
*	L	(IN)
*	M	62 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.40 (%)
*	R	2.00 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.20	%	
Cross Slope in Front of Ramp (Road Profile)	1.10	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	12.3 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	4TH	(segment)	(offset)
*North Leg Desc.	ST		
*East Leg	RACE	(segment)	(offset)
*East Leg Desc.	ST		
*South Leg	4TH	(segment)	(offset)
*South Leg Desc.	ST		
*West Leg	RACE	(segment)	(offset)
*West Leg Desc.	ST		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-4THST-RACEST-4THST-RACEST-2022-09-24-14-Type1
* Status	Current
Level of Service	Meets RC-67M

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<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>80 (IN)</td></tr> <tr><td>*</td><td>C</td><td>8.10 (%)</td></tr> <tr><td>*</td><td>D</td><td>6.20 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>5.50 (%)</td></tr> <tr><td>*</td><td>J</td><td>62 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>60 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.90 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48 (IN)	*	B	80 (IN)	*	C	8.10 (%)	*	D	6.20 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	5.50 (%)	*	J	62 (IN)	*	K	(IN)	*	L	(IN)	*	M	60 (IN)	*	N	(IN)	*	O	(IN)	*	P	48 (IN)	*	Q	2.00 (%)	*	R	1.80 (%)	*	S	1.80 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.90 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																		

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	02
Field Investigators 1	CLIARE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.10	%	
Cross Slope in Front of Ramp (Road Profile)	1.10	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	7.8 %
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	22nd	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Federal	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	22nd	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Federal	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-22ndSt-FederalSt-22ndSt-FederalSt-2022-09-02-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	77 (IN)
*	C	4.70 (%)
*	D	4.30 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.70 (%)
*	J	130 (IN)
*	K	(IN)
*	L	(IN)
*	M	90 (IN)
*	N	(IN)
*	O	(IN)
*	P	63 (IN)
*	Q	0.70 (%)
*	R	0.40 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	144 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	2		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No	0	(X/16")
Grate Openings or Gaps > 1/2"	No	0	(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes		
Longitudinal / Cross slope in Front of Ramp	1.40	%	1.20 %
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	6.1 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	18th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Washington	(segment)	(offset)
*East Leg Desc.	ave		
*South Leg	18th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Washington	(segment)	(offset)
*West Leg Desc.	Ave		

1 RAMP, 1 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-18thSt-Washingtonave-18thSt-WashingtonAve-2022-09-24-7-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

Sheet 1 - Inspection Form

C-06-101-60000-18thSt-Washingtonave-18thSt-WashingtonAve-2022-09-24-7-Type1

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

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

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

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

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

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %		
*	A	48 (IN)
*	B	50 (IN)
*	C	6.50 (%)
*	D	5.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.70 (%)
*	J	48 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.40 (%)
*	R	1.20 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	24
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	2		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No	0	(X/16")
Grate Openings or Gaps > 1/2"	No	0	(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes		
Longitudinal / Cross slope in Front of Ramp	2.40	%	1.30 %
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	7.1 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	18th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Washington	(segment)	(offset)
*East Leg Desc.	ave		
*South Leg	18th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Washington	(segment)	(offset)
*West Leg Desc.	Ave		

1 RAMP, 1 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-18thSt-Washingtonave-18thSt-WashingtonAve-2022-09-24-9-Type1		
* Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

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

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

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

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

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %		
*	A	48 (IN)
*	B	56 (IN)
*	C	7.60 (%)
*	D	6.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.80 (%)
*	J	48 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.00 (%)
*	R	1.60 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	120 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	07
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.40	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	10.1 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	03		
*Curb Ramp Type	Other		
*North Leg	22nd	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Sansom	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	22nd	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Sansom	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-22ndSt-SansomSt-22ndSt-SansomSt-2022-09-07-3-Other
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #e0e0e0;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A Ramp Width</td><td>60 (IN)</td></tr> <tr><td>*</td><td>B Ramp Length</td><td>34 (IN)</td></tr> <tr><td>*</td><td>C Ramp Slope</td><td>6.70 (%)</td></tr> <tr><td>*</td><td>D LT Flare Slope</td><td>0.50 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I RT Flare Slope</td><td>6.60 (%)</td></tr> <tr><td>*</td><td>J LT SW Width</td><td>48 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M RT SW Width</td><td>100 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P Landing Depth</td><td>60 (IN)</td></tr> <tr><td>*</td><td>Q LT SW Cross</td><td>4.00 (%)</td></tr> <tr><td>*</td><td>R RT SW Cross</td><td>2.80 (%)</td></tr> <tr><td>*</td><td>S Max Land Slope</td><td>1.30 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W Ramp Cross Slope</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>-999 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>-999 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>80 (IN)</td></tr> <tr><td>*</td><td>BB</td><td>32 (IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A Ramp Width	60 (IN)	*	B Ramp Length	34 (IN)	*	C Ramp Slope	6.70 (%)	*	D LT Flare Slope	0.50 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I RT Flare Slope	6.60 (%)	*	J LT SW Width	48 (IN)	*	K	(IN)	*	L	(IN)	*	M RT SW Width	100 (IN)	*	N	(IN)	*	O	(IN)	*	P Landing Depth	60 (IN)	*	Q LT SW Cross	4.00 (%)	*	R RT SW Cross	2.80 (%)	*	S Max Land Slope	1.30 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W Ramp Cross Slope	1.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	-999 (IN)	*	Z	(IN)	*	ZZ	-999 (IN)	*	AA	80 (IN)	*	BB	32 (IN)	*	CC	(IN)
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*	CC	(IN)																																																																																																	
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>																																																																																																			
<p>(insert comments below)</p>																																																																																																			

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	10	01	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	5.00	%		
Cross Slope in Front of Ramp (Road Profile)	1.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	11.1	%
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)	07			
*Curb Ramp Type	Type 1			
*North Leg	22nd	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Spruce	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	22nd	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Spruce	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-22ndSt-SpruceSt-22ndSt-SpruceSt-2022-10-01-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	60 (IN)
*	C	6.10 (%)
*	D	7.60 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.70 (%)
*	J	60 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	64 (IN)
*	Q	2.40 (%)
*	R	0.80 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	-999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	10	01
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.70	%	
Cross Slope in Front of Ramp (Road Profile)	0.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	6.7 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	22nd	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Spruce	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	22nd	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spruce	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-22ndSt-SpruceSt-22ndSt-SpruceSt-2022-10-01-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	68 (IN)
*	C	4.00 (%)
*	D	5.70 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.00 (%)
*	J	60 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	58 (IN)
*	Q	2.40 (%)
*	R	0.80 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	144 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	09	22
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.40	%	
Cross Slope in Front of Ramp (Road Profile)	1.20	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	9.7 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	18TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	MANNING	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	18TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	MANNING	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-18THSt-MANNINGSt-18THSt-MANNINGSt-2022-09-22-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>30 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.30 (%)</td></tr> <tr><td>*</td><td>D</td><td>3.00 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>3.60 (%)</td></tr> <tr><td>*</td><td>J</td><td>60 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>82 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.90 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.90 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.90 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>-999 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48 (IN)	*	B	30 (IN)	*	C	7.30 (%)	*	D	3.00 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	3.60 (%)	*	J	60 (IN)	*	K	(IN)	*	L	(IN)	*	M	82 (IN)	*	N	(IN)	*	O	(IN)	*	P	48 (IN)	*	Q	1.90 (%)	*	R	1.80 (%)	*	S	1.90 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.90 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	-999 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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*	CC	(IN)																																																																																																	
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																		

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	05
Field Investigators 1	CLAIRE DINARDO		
Field Investigators 2	LAURA MOORE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.00	%	
Cross Slope in Front of Ramp (Road Profile)	1.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	VERIZON	Alg Δ Grade	7.1 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	2ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	GREENWICH	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	2ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	GREENWICH	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-2NDSt-GREENWICHSt-2NDSt-GREENWICHSt-2022-11-05-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	59 (IN)
*	C	5.10 (%)
*	D	4.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.60 (%)
*	J	52 (IN)
*	K	(IN)
*	L	(IN)
*	M	53 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.00 (%)
*	R	1.80 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

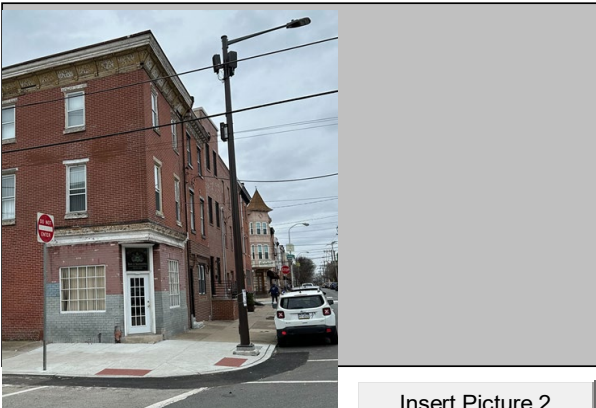
See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



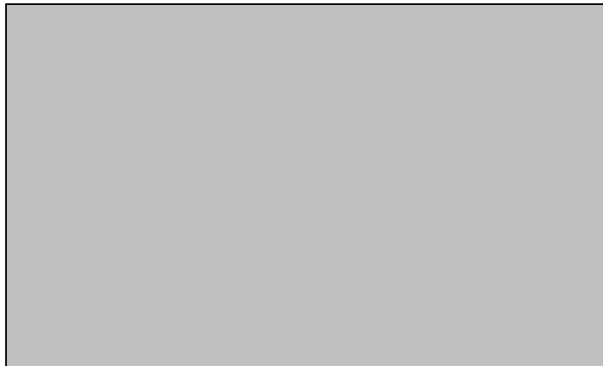
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	05	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.80	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	7.1	%
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg	2ND	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	GREENWICH	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	2ND	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	GREENWICH	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-2NDSt-GREENWICHSt-2NDSt-GREENWICHSt-2022-11-05-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	61 (IN)
*	C	5.30 (%)
*	D	4.70 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.30 (%)
*	J	50 (IN)
*	K	(IN)
*	L	(IN)
*	M	51 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.60 (%)
*	R	1.50 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	22	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.80	%		
Cross Slope in Front of Ramp (Road Profile)	1.30	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	8.9	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				19
*Curb Ramp Type	Type 1			
*North Leg	20TH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	GREEN	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	20TH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	GREEN	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-20THSt-GREENSt-20THSt-GREENSt-2022-11-22-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

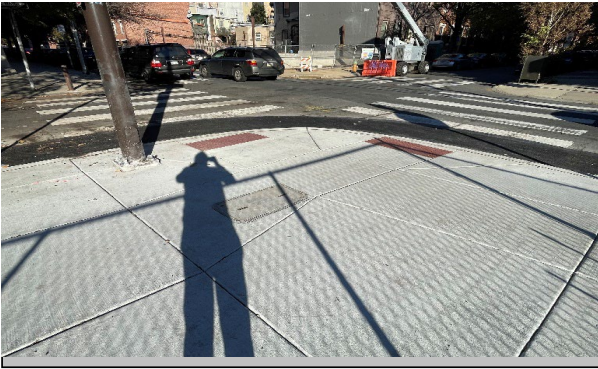
1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	68 (IN)
*	C	7.10 (%)
*	D	8.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.40 (%)
*	J	149 (IN)
*	K	(IN)
*	L	(IN)
*	M	152 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.90 (%)
*	R	1.70 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	12	11	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.40	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	8.2	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				12
*Curb Ramp Type	Type 1			
*North Leg	CHRISTIAN	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	GRAYS FERRY	(segment)	(offset)	
*East Leg Desc.	ST			
*South Leg	CHRISTAIN	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	GRAYS FERRY	(segment)	(offset)	
*West Leg Desc.	ST			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CHRISTIANST-GRAYSFERRYST-CHRISTAINST-GRAYSFERRYST-2022-12-11-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	6.80 (%)
*	D	7.30 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.40 (%)
*	J	134 (IN)
*	K	(IN)
*	L	(IN)
*	M	132 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	2.00 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	12	11	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.80	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	8.9	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg	CHRISTIAN	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	GRAYS FERRY	(segment)	(offset)	
*East Leg Desc.	ST			
*South Leg	CHRISTAIN	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	GRAYS FERRY	(segment)	(offset)	
*West Leg Desc.	ST			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CHRISTIANST-GRAYSFERRYST-CHRISTAINST-GRAYSFERRYST-2022-12-11-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	38 (IN)
*	C	7.10 (%)
*	D	8.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.60 (%)
*	J	132 (IN)
*	K	(IN)
*	L	(IN)
*	M	134 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.80 (%)
*	R	1.90 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	22	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.70	%		
Cross Slope in Front of Ramp (Road Profile)	1.10	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	6.8	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				03
*Curb Ramp Type	Type 1			
*North Leg	10TH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	OXFORD	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	10TH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	OXFORD	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-10THSt-OXFORDSt-10THSt-OXFORDSt-2022-11-22-3-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	41 (IN)
*	C	5.10 (%)
*	D	5.30 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.00 (%)
*	J	48 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.60 (%)
*	R	1.50 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	22	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.00	%		
Cross Slope in Front of Ramp (Road Profile)	1.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	9.0	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				07
*Curb Ramp Type	Type 1			
*North Leg	BONSAL	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	LOCUST	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	BONSAL	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	LOCUST	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BONSALSt-LOCUSTSt-BONSALSt-LOCUSTSt-2022-11-22-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	52 (IN)
*	C	7.00 (%)
*	D	7.10 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.20 (%)
*	J	51 (IN)
*	K	(IN)
*	L	(IN)
*	M	52 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.00 (%)
*	R	1.80 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



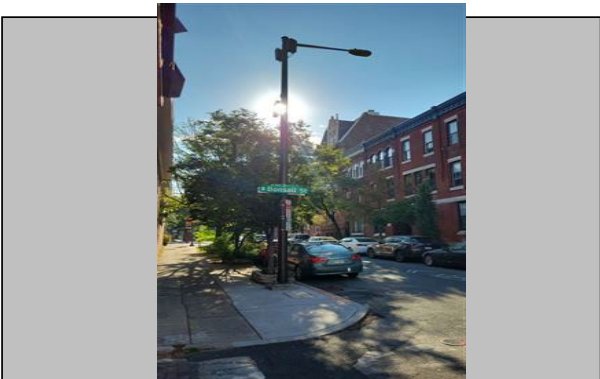
Insert Picture 4



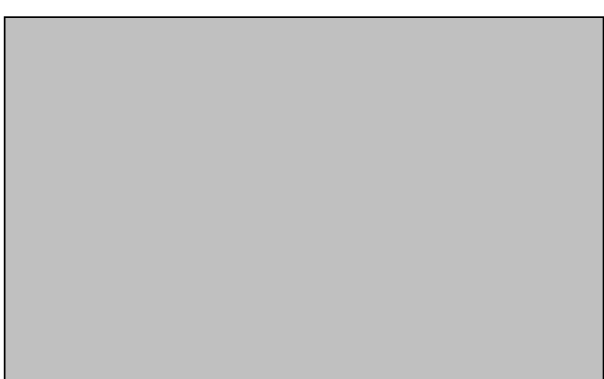
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	12	11	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No			(X/16")
Grate Openings or Gaps > 1/2"	No			(X/16")
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.20	%		
Cross Slope in Front of Ramp (Road Profile)	1.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	8.3	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				17
*Curb Ramp Type	Type 1			
*North Leg	MASCHER	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	ROCKLAND	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	MASCHER	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	ROCKLAND	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-MASCHERSt-ROCKLANDSt-MASCHERSt-ROCKLANDSt-2022-12-11-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	49 (IN)
*	C	6.10 (%)
*	D	7.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.00 (%)
*	J	60 (IN)
*	K	(IN)
*	L	(IN)
*	M	62 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.80 (%)
*	R	1.60 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	12	11	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No			(X/16")
Grate Openings or Gaps > 1/2"	No			(X/16")
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.00	%		
Cross Slope in Front of Ramp (Road Profile)	1.40	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	8.8	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				19
*Curb Ramp Type	Type 1			
*North Leg	MASCHER	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	ROCKLAND	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	MASCHER	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	ROCKLAND	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-MASCHERSt-ROCKLANDSt-MASCHERSt-ROCKLANDSt-2022-12-11-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>51 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.80 (%)</td></tr> <tr><td>*</td><td>D</td><td>7.10 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>7.60 (%)</td></tr> <tr><td>*</td><td>J</td><td>62 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>60 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.90 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48 (IN)	*	B	51 (IN)	*	C	6.80 (%)	*	D	7.10 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	7.60 (%)	*	J	62 (IN)	*	K	(IN)	*	L	(IN)	*	M	60 (IN)	*	N	(IN)	*	O	(IN)	*	P	48 (IN)	*	Q	1.60 (%)	*	R	1.80 (%)	*	S	1.90 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.60 (%)	*	X	(IN)	*	Y	(IN)	*	YY	(IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																		

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	12	11	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.00	%		
Cross Slope in Front of Ramp (Road Profile)	1.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	7.5	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				12
*Curb Ramp Type	Type 1			
*North Leg	23RD	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	GREEN	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	23RD	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	GREEN	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-23RDSSt-GREENSt-23RDSSt-GREENSt-2022-12-11-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



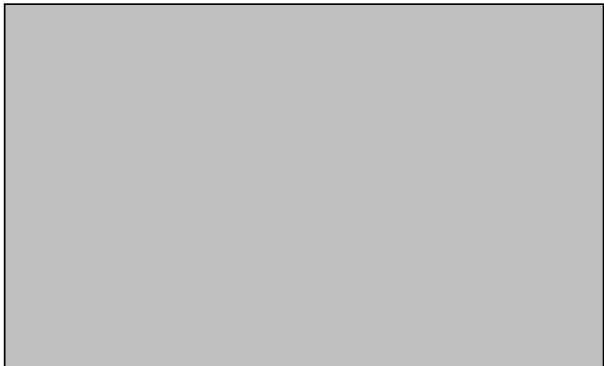
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	12	11	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No			(X/16")
Grate Openings or Gaps > 1/2"	No			(X/16")
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.20	%		
Cross Slope in Front of Ramp (Road Profile)	1.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	8.1	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg	23RD	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	GREEN	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	23RD	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	GREEN	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-23RDSSt-GREENSt-23RDSSt-GREENSt-2022-12-11-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	56 (IN)
*	C	5.90 (%)
*	D	-999.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.10 (%)
*	J	92 (IN)
*	K	(IN)
*	L	(IN)
*	M	54 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.00 (%)
*	R	1.80 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



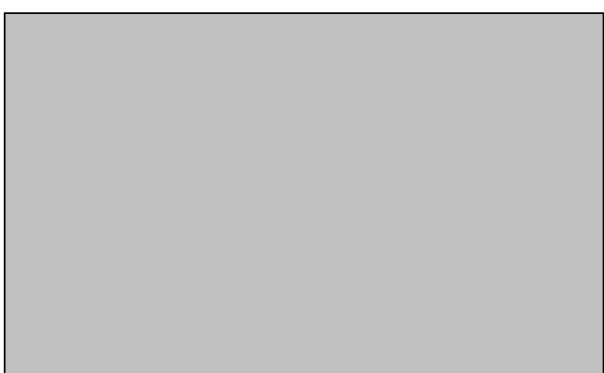
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	12	11	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No			(X/16")
Grate Openings or Gaps > 1/2"	No			(X/16")
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.10	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	9.7	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				12
*Curb Ramp Type	Type 1			
*North Leg	20TH	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	WALLACE	(segment)	(offset)	
*East Leg Desc.	ST			
*South Leg	20TH	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	WALLACE	(segment)	(offset)	
*West Leg Desc.	ST			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-20THST-WALLACEST-20THST-WALLACEST-2022-12-11-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	53 (IN)
*	C	7.60 (%)
*	D	7.80 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.20 (%)
*	J	113 (IN)
*	K	(IN)
*	L	(IN)
*	M	121 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.80 (%)
*	R	2.00 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	12	11	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No			(X/16")
Grate Openings or Gaps > 1/2"	No			(X/16")
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.40	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	8.5	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg	20TH	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	WALLACE	(segment)	(offset)	
*East Leg Desc.	ST			
*South Leg	20TH	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	WALLACE	(segment)	(offset)	
*West Leg Desc.	ST			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-20THST-WALLACEST-20THST-WALLACEST-2022-12-11-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	54 (IN)
*	C	7.10 (%)
*	D	8.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.90 (%)
*	J	121 (IN)
*	K	(IN)
*	L	(IN)
*	M	113 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	2.00 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



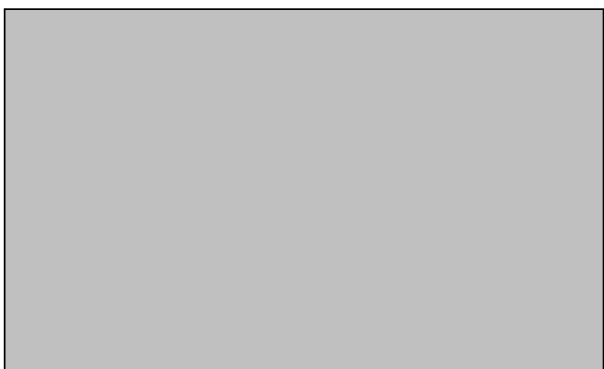
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	22	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes		Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.00	%		
Cross Slope in Front of Ramp (Road Profile)	1.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	7.5	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				12
*Curb Ramp Type	Type 1			
*North Leg	7TH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	NORRIS	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	7TH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	NORRIS	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-7THSt-NORRISSt-7THSt-NORRISSt-2022-11-22-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	62 (IN)
*	C	5.50 (%)
*	D	3.60 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.50 (%)
*	J	49 (IN)
*	K	(IN)
*	L	(IN)
*	M	52 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.90 (%)
*	R	1.70 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



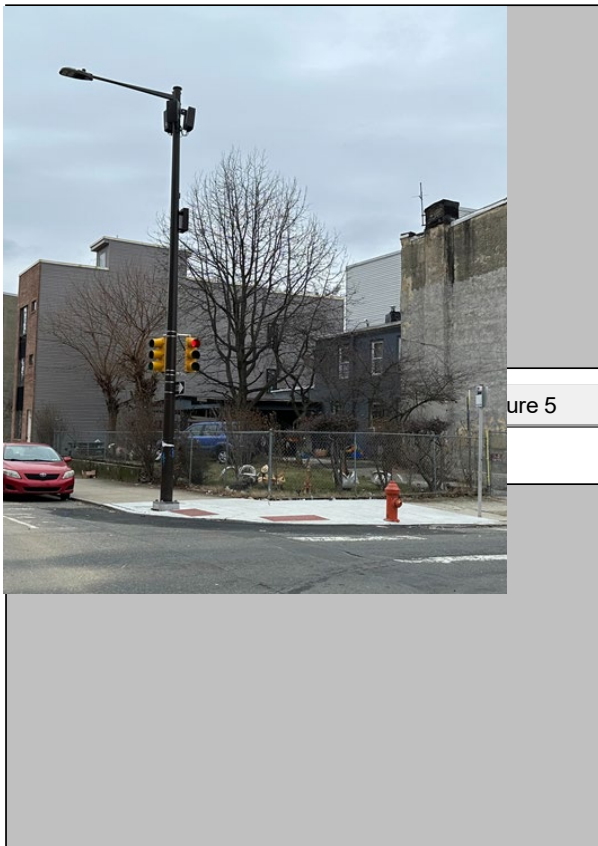
Insert Picture 1



Insert Picture 4



Insert Picture 2



ure 5



Insert Picture 3

Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	22	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.90	%		
Cross Slope in Front of Ramp (Road Profile)	1.40	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	7.1	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg	7TH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	NORRIS	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	7TH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	NORRIS	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-7THSt-NORRISSt-7THSt-NORRISSt-2022-11-22-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	62 (IN)
*	C	5.20 (%)
*	D	4.30 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.90 (%)
*	J	52 (IN)
*	K	(IN)
*	L	(IN)
*	M	49 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.70 (%)
*	R	1.80 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3

Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	06	14
Field Investigators 1	L. Kujawa, M. Sparks,		
Field Investigators 2	S. Surikova, J. Patel		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.80	%	
Cross Slope in Front of Ramp (Road Profile)	1.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	10.8 %
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	3017	(segment)	(offset)
*North Leg Desc.	SR	0030	1993
*East Leg	Race	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	3017	(segment)	(offset)
*South Leg Desc.	SR	0030	1993
*West Leg	Race	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-3017SR-RaceSt-3017SR-RaceSt-2023-06-14-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>52 (IN)</td></tr> <tr><td>*</td><td>B</td><td>52 (IN)</td></tr> <tr><td>*</td><td>C</td><td>8.00 (%)</td></tr> <tr><td>*</td><td>D</td><td>9.50 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>6.00 (%)</td></tr> <tr><td>*</td><td>J</td><td>169 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>150 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>55 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>5.10 (%)</td></tr> <tr><td>*</td><td>R</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>S</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	52 (IN)	*	B	52 (IN)	*	C	8.00 (%)	*	D	9.50 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	6.00 (%)	*	J	169 (IN)	*	K	(IN)	*	L	(IN)	*	M	150 (IN)	*	N	(IN)	*	O	(IN)	*	P	55 (IN)	*	Q	5.10 (%)	*	R	3.50 (%)	*	S	2.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	(IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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*	CC	(IN)																																																																																																
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																	
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																	

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	06	14
Field Investigators 1	L. Kujawa, M. Sparks,		
Field Investigators 2	S. Surikova, J. Patel		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.60	%	
Cross Slope in Front of Ramp (Road Profile)	1.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	11.5 %
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	3017	(segment)	(offset)
*North Leg Desc.	SR	0030	1993
*East Leg	Race	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	3017	(segment)	(offset)
*South Leg Desc.	SR	0030	1993
*West Leg	Race	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-3017SR-RaceSt-3017SR-RaceSt-2023-06-14-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	52 (IN)
*	B	86 (IN)
*	C	7.90 (%)
*	D	6.70 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.80 (%)
*	J	169 (IN)
*	K	(IN)
*	L	(IN)
*	M	150 (IN)
*	N	(IN)
*	O	(IN)
*	P	52 (IN)
*	Q	5.10 (%)
*	R	3.50 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



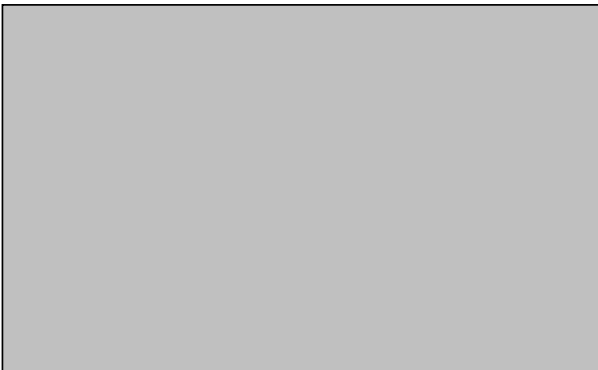
Insert Picture 4



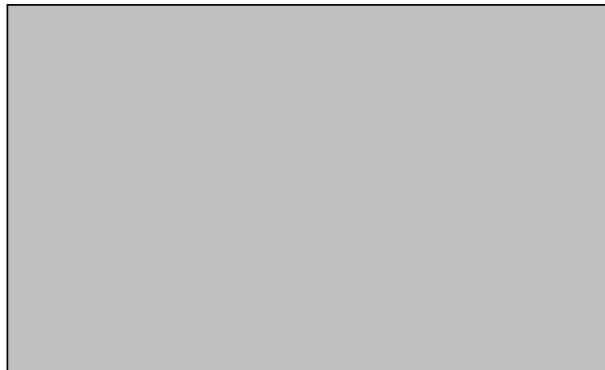
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	03	09
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.30	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	8.7 %
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Roosevelt	(segment)	(offset)
*North Leg Desc.	Blvd	SR	6001
*East Leg	Ryan	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Roosevelt	(segment)	(offset)
*South Leg Desc.	Blvd	SR	6001
*West Leg	Ryan	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RooseveltBlvd-RyanAve-RooseveltBlvd-RyanAve-2021-03-09-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>61 (IN)</td></tr> <tr><td>*</td><td>C</td><td>5.40 (%)</td></tr> <tr><td>*</td><td>D</td><td>6.40 (%)</td></tr> <tr><td>*</td><td>E</td><td>999.00 (%)</td></tr> <tr><td>*</td><td>F</td><td>999.00 (%)</td></tr> <tr><td>*</td><td>G</td><td>3.10 (%)</td></tr> <tr><td>*</td><td>H</td><td>3.60 (%)</td></tr> <tr><td>*</td><td>I</td><td>4.60 (%)</td></tr> <tr><td>*</td><td>J</td><td>99 (IN)</td></tr> <tr><td>*</td><td>K</td><td>6 (IN)</td></tr> <tr><td>*</td><td>L</td><td>15 (IN)</td></tr> <tr><td>*</td><td>M</td><td>60 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>24 (IN)</td></tr> <tr><td>*</td><td>P</td><td>60 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>R</td><td>0.80 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(IN)</td></tr> <tr><td>*</td><td>W</td><td>1.70 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48 (IN)	*	B	61 (IN)	*	C	5.40 (%)	*	D	6.40 (%)	*	E	999.00 (%)	*	F	999.00 (%)	*	G	3.10 (%)	*	H	3.60 (%)	*	I	4.60 (%)	*	J	99 (IN)	*	K	6 (IN)	*	L	15 (IN)	*	M	60 (IN)	*	N	3 (IN)	*	O	24 (IN)	*	P	60 (IN)	*	Q	1.00 (%)	*	R	0.80 (%)	*	S	1.60 (%)	*	T	(IN)	*	U	(IN)	*	V	(IN)	*	W	1.70 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	999 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																		

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



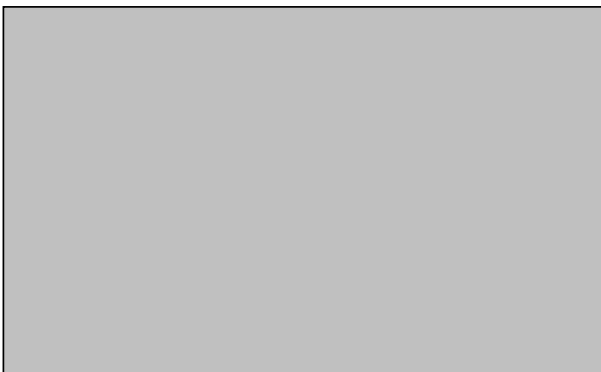
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	03	09
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.30	%	
Cross Slope in Front of Ramp (Road Profile)	1.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	11.4 %
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Roosevelt	(segment)	(offset)
*North Leg Desc.	Blvd	SR	6001
*East Leg	Ryan	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Roosevelt	(segment)	(offset)
*South Leg Desc.	Blvd	SR	6001
*West Leg	Ryan	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RooseveltBlvd-RyanAve-RooseveltBlvd-RyanAve-2021-03-09-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	66 (IN)
*	C	8.10 (%)
*	D	9.50 (%)
*	E	9.60 (%)
*	F	7.60 (%)
*	G	7.60 (%)
*	H	999.00 (%)
*	I	999.00 (%)
*	J	99 (IN)
*	K	3 (IN)
*	L	36 (IN)
*	M	60 (IN)
*	N	4 (IN)
*	O	23 (IN)
*	P	60 (IN)
*	Q	1.00 (%)
*	R	0.80 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



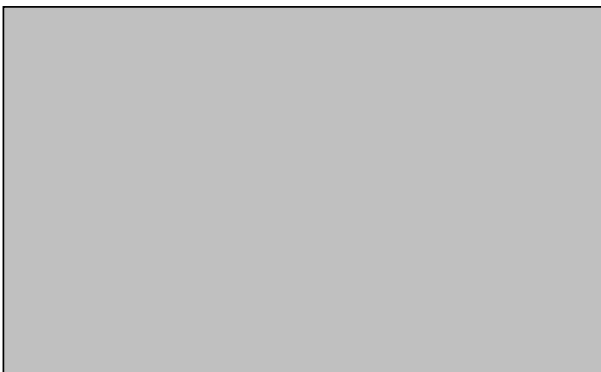
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	03	09
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	5.00	%	
Cross Slope in Front of Ramp (Road Profile)	0.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	11.6 %
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Roosevelt	(segment)	(offset)
*North Leg Desc.	Blvd	SR	6001
*East Leg	Ryan	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Roosevelt	(segment)	(offset)
*South Leg Desc.	Blvd	SR	6001
*West Leg	Ryan	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RooseveltBlvd-RyanAve-RooseveltBlvd-RyanAve-2021-03-09-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	6.60 (%)
*	D	8.30 (%)
*	E	6.30 (%)
*	F	4.60 (%)
*	G	7.90 (%)
*	H	9.60 (%)
*	I	8.20 (%)
*	J	60 (IN)
*	K	24 (IN)
*	L	3 (IN)
*	M	95 (IN)
*	N	2 (IN)
*	O	18 (IN)
*	P	48 (IN)
*	Q	0.50 (%)
*	R	1.10 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



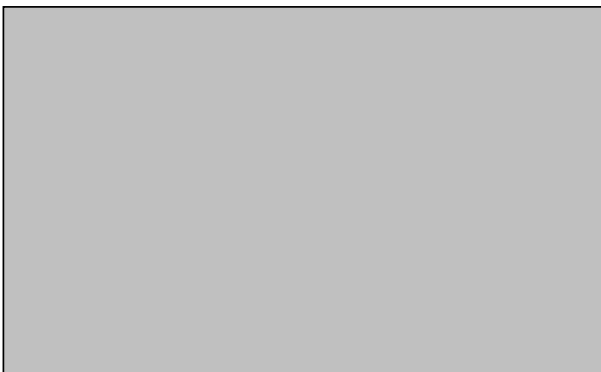
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	03	09	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.10	%		
Cross Slope in Front of Ramp (Road Profile)	2.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	10.2	%
Intersection Ramp # of #	4	4		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg	Roosevelt	(segment)	(offset)	
*North Leg Desc.	Blvd	SR	6001	
*East Leg	Ryan	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Roosevelt	(segment)	(offset)	
*South Leg Desc.	Blvd	SR	6001	
*West Leg	Ryan	(segment)	(offset)	
*West Leg Desc.	Ave			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RooseveltBlvd-RyanAve-RooseveltBlvd-RyanAve-2021-03-09-14-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	128 (IN)
*	C	8.10 (%)
*	D	7.90 (%)
*	E	8.60 (%)
*	F	7.10 (%)
*	G	7.20 (%)
*	H	999.00 (%)
*	I	999.00 (%)
*	J	60 (IN)
*	K	3 (IN)
*	L	51 (IN)
*	M	95 (IN)
*	N	2 (IN)
*	O	24 (IN)
*	P	96 (IN)
*	Q	0.50 (%)
*	R	1.10 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	128 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



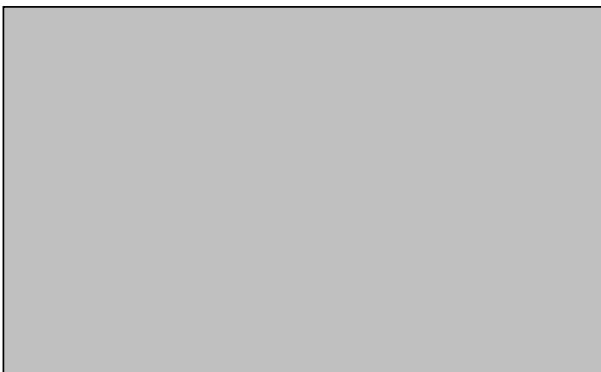
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	05	03
Field Investigators 1	Richard Cattell - KS Engineers		
Field Investigators 2	Alejandra Barrera - KS Engineers		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.30	%	
Cross Slope in Front of Ramp (Road Profile)	0.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	5.4 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	2007	(segment)	(offset)
*North Leg Desc.	SR	0030	1299
*East Leg	Shackamaxon	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	2007	(segment)	(offset)
*South Leg Desc.	SR	0030	1264
*West Leg	West Thompson	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-2007SR-ShackamaxonSt-2007SR-WestThompsonSt-2022-05-03-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	73 (IN)
*	C	4.10 (%)
*	D	2.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.80 (%)
*	J	134 (IN)
*	K	(IN)
*	L	(IN)
*	M	139 (IN)
*	N	(IN)
*	O	(IN)
*	P	56 (IN)
*	Q	0.50 (%)
*	R	2.80 (%)
*	S	0.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



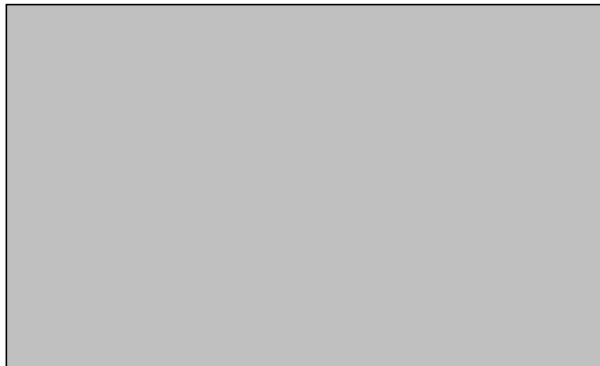
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	09
Field Investigators 1	Christopher Carola - KS Engineers		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.30	%	
Cross Slope in Front of Ramp (Road Profile)	1.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	13.2 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	2007	(segment)	(offset)
*North Leg Desc.	SR	0030	1532
*East Leg	Mercer	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	2007	(segment)	(offset)
*South Leg Desc.	SR	0030	1532
*West Leg		(segment)	(offset)
*West Leg Desc.			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-2007SR-MercerSt-2007SR--2022-11-09-9-Type1
* Status	Current
Level of Service	As Per Contract Documents

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	55 (IN)
*	C	12.90 (%)
*	D	6.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.90 (%)
*	J	84 (IN)
*	K	(IN)
*	L	(IN)
*	M	52 (IN)
*	N	(IN)
*	O	(IN)
*	P	30 (IN)
*	Q	5.10 (%)
*	R	9.10 (%)
*	S	5.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



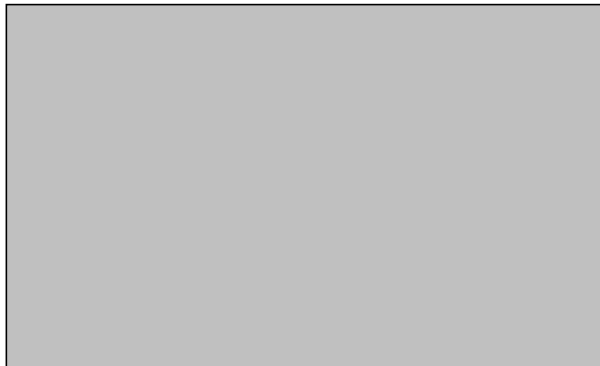
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Brous Avenue & Princeton Avenue - Ramp 1 of 28

*Date of Design (yyyy mm dd)	2019	05	10
Designer 1	Christopher Carola - KS Engineers		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	4/17/2019		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.00	%	1.00 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	20 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	7.4	
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Brous	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Brous	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude	40.04018	
	Longitude	-75.05499	

Z° = Ramp Angle w/Crosswalk

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes	
Push Button Turning Area - Max Slope (%)		Comments:
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-BrousAve-PrincetonAve-BrousAve-PrincetonAve-2017-10-23-12-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #e0e0e0;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>24 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.36 (%)</td></tr> <tr><td>*</td><td>D</td><td>6.13 (%)</td></tr> <tr><td>*</td><td>E</td><td>6.25 (%)</td></tr> <tr><td>*</td><td>F</td><td>6.36 (%)</td></tr> <tr><td>*</td><td>G</td><td>6.36 (%)</td></tr> <tr><td>*</td><td>H</td><td>5.75 (%)</td></tr> <tr><td>*</td><td>I</td><td>5.14 (%)</td></tr> <tr><td>*</td><td>J</td><td>46 (IN)</td></tr> <tr><td>*</td><td>K</td><td>6 (IN)</td></tr> <tr><td>*</td><td>L</td><td>63 (IN)</td></tr> <tr><td>*</td><td>M</td><td>83 (IN)</td></tr> <tr><td>*</td><td>N</td><td>4 (IN)</td></tr> <tr><td>*</td><td>O</td><td>60 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.33 (%)</td></tr> <tr><td>*</td><td>R</td><td>2.47 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>7.34 (%)</td></tr> <tr><td>*</td><td>EE</td><td>2.27 (%)</td></tr> <tr><td colspan="2" style="background-color: #e0e0e0;">DWS Transition Strip</td><td>No</td></tr> <tr><td colspan="2" style="background-color: #e0e0e0;">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	24 (IN)	*	C	6.36 (%)	*	D	6.13 (%)	*	E	6.25 (%)	*	F	6.36 (%)	*	G	6.36 (%)	*	H	5.75 (%)	*	I	5.14 (%)	*	J	46 (IN)	*	K	6 (IN)	*	L	63 (IN)	*	M	83 (IN)	*	N	4 (IN)	*	O	60 (IN)	*	P	48 (IN)	*	Q	2.33 (%)	*	R	2.47 (%)	*	S	1.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	7.34 (%)	*	EE	2.27 (%)	DWS Transition Strip		No	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲



Brous Avenue & Princeton Avenue - Ramp 1 of 28



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Brous Avenue & Princeton Avenue - Ramp 2 of 28

*Date of Design (yyyy mm dd)	2019	05	10
Designer 1	Christopher Carola - KS Engineers		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	4/17/2019		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.25	%	2.00 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	15 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	8.7	
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	Brous	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Brous	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude	40.04017	
	Longitude	-75.05503	

Ramp Angle w\Crosswalk

$Z^\circ = \text{Ramp Angle w\Crosswalk}$

Algebraic Difference

$X\%$

Ramp Slope

$-Y\%$

Longitudinal Slope of Crosswalk

Algebraic Difference = $X\% - (-Y\%)$

$X\%$

Ramp Slope

$Y\%$

Longitudinal Slope of Crosswalk

Algebraic Difference = $X\% - Y\%$

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>24 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.49 (%)</td></tr> <tr><td>*</td><td>D</td><td>8.11 (%)</td></tr> <tr><td>*</td><td>E</td><td>7.80 (%)</td></tr> <tr><td>*</td><td>F</td><td>7.49 (%)</td></tr> <tr><td>*</td><td>G</td><td>7.49 (%)</td></tr> <tr><td>*</td><td>H</td><td>6.54 (%)</td></tr> <tr><td>*</td><td>I</td><td>5.59 (%)</td></tr> <tr><td>*</td><td>J</td><td>46 (IN)</td></tr> <tr><td>*</td><td>K</td><td>4 (IN)</td></tr> <tr><td>*</td><td>L</td><td>52 (IN)</td></tr> <tr><td>*</td><td>M</td><td>83 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>30 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.33 (%)</td></tr> <tr><td>*</td><td>R</td><td>2.47 (%)</td></tr> <tr><td>*</td><td>S</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>2.27 (%)</td></tr> <tr><td>*</td><td>EE</td><td>1.53 (%)</td></tr> <tr><td colspan="2" style="text-align: center;">DWS Transition Strip</td><td style="text-align: center;">No</td></tr> <tr><td colspan="2" style="text-align: center;">DWS Transition Strip Slope (FF)</td><td style="text-align: center;">(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	24 (IN)	*	C	7.49 (%)	*	D	8.11 (%)	*	E	7.80 (%)	*	F	7.49 (%)	*	G	7.49 (%)	*	H	6.54 (%)	*	I	5.59 (%)	*	J	46 (IN)	*	K	4 (IN)	*	L	52 (IN)	*	M	83 (IN)	*	N	3 (IN)	*	O	30 (IN)	*	P	48 (IN)	*	Q	2.33 (%)	*	R	2.47 (%)	*	S	2.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	2.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	2.27 (%)	*	EE	1.53 (%)	DWS Transition Strip		No	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲

Brous Avenue & Princeton Avenue - Ramp 2 of 28



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No	Manhole	
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-2.80	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	6.8	%
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg		(segment)	(offset)
*North Leg Desc.			
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Battersby	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-PrincetonAve-BattersbySt-PrincetonAve-2022-06-08-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	40 (IN)
*	C	4.00 (%)
*	D	5.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.60 (%)
*	J	60 (IN)
*	K	(IN)
*	L	(IN)
*	M	90 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.80 (%)
*	R	1.70 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-1.90	%	
Cross Slope in Front of Ramp (Road Profile)	1.10	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	6.6	%
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.			
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Battersby	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-PrincetonAve-BattersbySt-PrincetonAve-2022-06-08-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	42 (IN)
*	C	4.70 (%)
*	D	4.30 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.30 (%)
*	J	60 (IN)
*	K	(IN)
*	L	(IN)
*	M	90 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.80 (%)
*	R	1.70 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



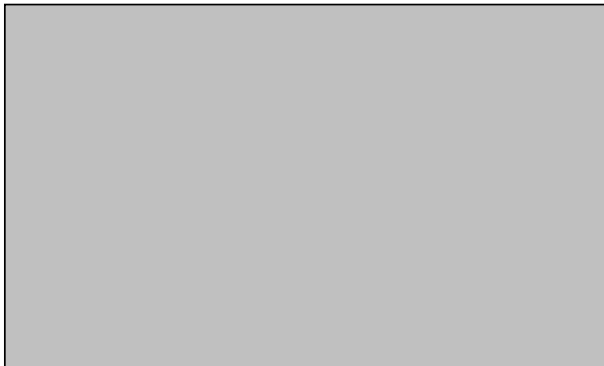
Insert Picture 1



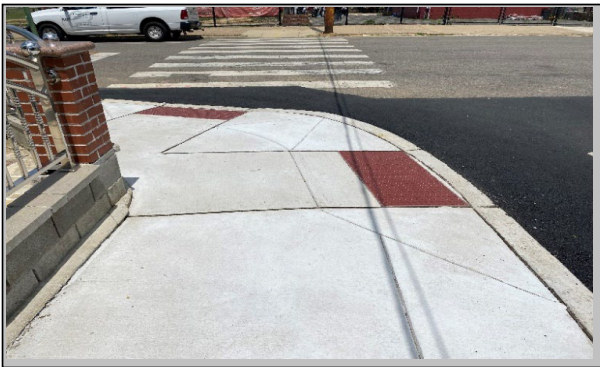
Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.10	%	
Cross Slope in Front of Ramp (Road Profile)	1.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	3.6	%
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.			
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Battersby	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-PrincetonAve-BattersbySt-PrincetonAve-2022-06-08-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	39 (IN)
*	C	4.70 (%)
*	D	4.70 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.90 (%)
*	J	88 (IN)
*	K	(IN)
*	L	(IN)
*	M	87 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	0.70 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-2.30	%	
Cross Slope in Front of Ramp (Road Profile)	0.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.6	%
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.			
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Battersby	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-PrincetonAve-BattersbySt-PrincetonAve-2022-06-08-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	44 (IN)
*	C	3.30 (%)
*	D	2.80 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.80 (%)
*	J	88 (IN)
*	K	(IN)
*	L	(IN)
*	M	87 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	0.70 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.30	%	
Cross Slope in Front of Ramp (Road Profile)	0.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #		Alg Δ Grade	2.8 %
Intersection Ramp # of #	1	6	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Hawthorne	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Hawthorne	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-HawthorneSt-PrincetonAve-HawthorneSt-PrincetonAve-2022-06-08-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	4.10 (%)
*	D	4.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.20 (%)
*	J	86 (IN)
*	K	(IN)
*	L	(IN)
*	M	84 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.90 (%)
*	R	1.60 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.70	%	
Cross Slope in Front of Ramp (Road Profile)	1.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	6.8	%
Intersection Ramp # of #	2	6	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	Hawthorne	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Hawthorne	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-HawthorneSt-PrincetonAve-HawthorneSt-PrincetonAve-2022-06-08-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

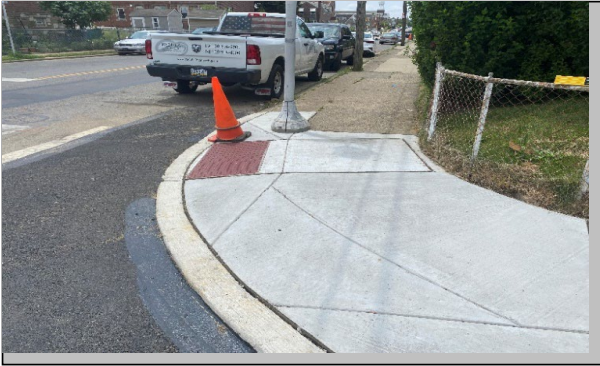
1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	33 (IN)
*	C	7.50 (%)
*	D	4.50 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.60 (%)
*	J	86 (IN)
*	K	(IN)
*	L	(IN)
*	M	84 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.90 (%)
*	R	1.60 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.00	%	
Cross Slope in Front of Ramp (Road Profile)	0.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.8	%
Intersection Ramp # of #	3	6	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	Hawthorne	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Hawthorne	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-HawthorneSt-PrincetonAve-HawthorneSt-PrincetonAve-2022-06-08-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	3.80 (%)
*	D	5.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	1.80 (%)
*	J	84 (IN)
*	K	(IN)
*	L	(IN)
*	M	58 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.00 (%)
*	R	1.20 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	Yes	Water Valve	
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-2.60	%	
Cross Slope in Front of Ramp (Road Profile)	1.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #		Alg Δ Grade	8.5 %
Intersection Ramp # of #	4	6	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Hawthorne	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Hawthorne	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-HawthorneSt-PrincetonAve-HawthorneSt-PrincetonAve-2022-06-08-12-Type1
* Status	Current
Level of Service	Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	5.90 (%)
*	D	3.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.60 (%)
*	J	84 (IN)
*	K	(IN)
*	L	(IN)
*	M	58 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.00 (%)
*	R	1.20 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5





Insert Picture 3



Insert Picture 6

ADA Technically Infeasible Form

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

*Facility Type		Complete Section Below to ADD Location to Transition Plan	
<input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____		*Add Location to Transition Plan <input type="radio"/> Yes <input type="radio"/> No Suggested Repair _____ N/A Approx. Repair Costs _____ N/A Actual Repair Costs _____ N/A Actual Repair _____ N/A Date Repaired _____ N/A	
Justification for Technically Infeasible		General Information	
<i>(check all that apply)</i> <input checked="" type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input checked="" type="checkbox"/> Other 1 Existing Fencing <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		*District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # N/A	
Project Information		Submitter Information	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input checked="" type="checkbox"/> Other Water Main Replacement Pedestrian Traffic <input checked="" type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input checked="" type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input checked="" type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Crosswalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input checked="" type="radio"/> No ADT N/A		Submitted By: Christopher Carola Submitter Company: KS Engineers Street Address 35 S. 3rd Street City State Zip Philadelphia, PA 19106 Telephone 215-925-0425 *Date Submitted: April 19, 2019	
Location Identification		Hawthorne Street *SR North - Segment, Offset Hawthorne Street *SR South - Segment, Offset Princeton Ave *SR East - Segment, Offset Princeton Ave *SR West - Segment, Offset 17 Location #	
Investigated design alternatives		Why alternative was not selected	
1.) Change gutter grades		Pavement adjustment does not elevate bottom of ramp enough for compliant ramp.	
2.) Move ramp along curb line		Limited ROW leaves inadequate space to extend ramp and maintain 4' PAR.	
3.) Balance of non-compliant ramp elements		This is the preferred alternative.	
Alternative selected and description of what requirement is not met			
Alternative #3 is the most logical choice as it maintains positive drainage and the pedestrian access route. The 11.62% ramp longitudinal slope and 3.50% landing slope are not in compliance.			
			
ADA Review Committee Recommendation		ADE of Design Approval Status	
<input type="radio"/> Approved <input type="radio"/> Denied ADA Review Committee Chair - Date _____		<input type="radio"/> Approved <input type="radio"/> Denied District ADE of Design - Date _____	
TIF #: TIF-06-Philadelphia-Philadelphia City-(Hawthorne Street)-(Hawthorne Street)-(Princeton Ave)-(Princeton Ave)-17-Apr 19, 2019			
<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>			

(02-09)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

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

Investigated Design Alternative #2

The ramp can be extended and rotated to a different orientation, however steep grades between the curb and the existing fence make it difficult to find a design that meets with standards. This is in part due to the limited space between the curb and the fencing which leaves inadequate space to extend the ramp without creating a pinch point in the PAR. The ramp cannot extend far enough to provide a compliant ramp while maintaining a 4' PAR so this alternative is not acceptable.

Investigated Design Alternative #3

Because the gutter elevations can be changed only a small amount in the pavement adjustment and extending/reorienting the ramp does not provide an acceptable design, it is necessary to propose one or more non-compliant ramp elements. The best scenario would be for the ramp longitudinal slope to exceed the allowable limit and not cause the algebraic grade difference to exceed 13.33%, with a landing slope exceeding 2.00%. This better balances the ramp and landing slopes so pedestrians will not encounter conditions that make it physically impossible to properly position themselves before using the excessively steep ramp.



Summary

After attempting the above design alternatives, the final design will be Alternative #3. This design maintains positive drainage and provides access to the maximum extent feasible by maintaining the PAR. The requirement for the ramp longitudinal slope is a maximum 8.33% and the landing slope is a maximum 2.00%. The 11.62% ramp longitudinal slope and 3.50% landing slope are not compliant. It is technically infeasible to meet this because there is limited space to extend the ramp without creating a pinch point in the PAR. This design meets compliance to the maximum extent feasible.

TIF #: [TIF-06-Philadelphia-Philadelphia City-\(Hawthorne Street\)-\(Hawthorne Street\)-\(Princeton Ave\)-\(Princeton Ave\)-17-](#)
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

ADA Technically Infeasible Form

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

*Facility Type		Complete Section Below to ADD Location to Transition Plan	
<input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____		*Add Location to Transition Plan <input type="radio"/> Yes <input type="radio"/> No Suggested Repair _____ N/A Approx. Repair Costs _____ N/A Actual Repair Costs _____ N/A Actual Repair _____ N/A Date Repaired _____ N/A	
Justification for Technically Infeasible		General Information	
<i>(check all that apply)</i> <input checked="" type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input checked="" type="checkbox"/> Other 1 Existing Fencing <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		*District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # N/A	
Project Information		Submitter Information	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input checked="" type="checkbox"/> Other Water Main Replacement Pedestrian Traffic <input checked="" type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input checked="" type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input checked="" type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Crosswalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input checked="" type="radio"/> No ADT N/A		Location Identification Hawthorne Street *SR North - Segment, Offset Hawthorne Street *SR South - Segment, Offset Princeton Ave *SR East - Segment, Offset Princeton Ave *SR West - Segment, Offset 12 Location #	
Investigated design alternatives		Why alternative was not selected	
1.) Change gutter grades		A pavement adjustment cannot be justified.	
2.) Move ramp along curb line		Limited ROW leaves inadequate space to extend ramp and maintain 4' PAR.	
3.) Balance of non-compliant ramp elements		This is the preferred alternative.	
Alternative selected and description of what requirement is not met			
Alternative #3 is the most logical choice as it maintains positive drainage and the pedestrian access route. The 11.25% ramp longitudinal slope and 5.00% landing slope are not in compliance.			
			
ADA Review Committee Recommendation		ADE of Design Approval Status	
<input type="radio"/> Approved <input type="radio"/> Denied ADA Review Committee Chair - Date _____		<input type="radio"/> Approved <input type="radio"/> Denied District ADE of Design - Date _____	
TIF #: TIF-06-Philadelphia-Philadelphia City-(Hawthorne Street)-(Hawthorne Street)-(Princeton Ave)-(Princeton Ave)-12-Apr 19, 2019			
<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>			

(02-09)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

As there are no existing drainage issues and the algebraic grade difference is acceptable, there is no justification to use a pavement adjustment for this location. Therefore, modifying the gutter grades is not an option here.

Investigated Design Alternative #2

The ramp can be extended and rotated to a different orientation, however steep grades between the curb and the existing fence make it difficult to find a design that meets with standards. This is in part due to the limited space between the curb and the fencing which leaves inadequate space to extend the ramp without creating a pinch point in the PAR. The ramp cannot extend far enough to provide a compliant ramp while maintaining a 4' PAR so this alternative is not acceptable.

Investigated Design Alternative #3

Because the gutter elevations cannot be changed only a small amount in the pavement adjustment and extending/reorienting the ramp does not provide an acceptable design, it is necessary to propose one or more non-compliant ramp elements. The best scenario would be for the ramp longitudinal slope to exceed the allowable limit and not cause the algebraic grade difference to exceed 13.33%, with a landing slope exceeding 2.00%. This better balances the ramp and landing slopes so pedestrians will not encounter conditions that make it physically impossible to properly position themselves before using the excessively steep ramp.



Summary

After attempting the above design alternatives, the final design will be Alternative #3. This design maintains positive drainage and provides access to the maximum extent feasible by maintaining the PAR. The requirement for the ramp longitudinal slope is a maximum 8.33% and the landing slope is a maximum 2.00%. The 11.25% ramp longitudinal slope and 5.00% landing slope are not compliant. It is technically infeasible to meet this because there is limited space to extend the ramp without creating a pinch point in the PAR. This design meets compliance to the maximum extent feasible.

TIF #: [TIF-06-Philadelphia-Philadelphia City-\(Hawthorne Street\)-\(Hawthorne Street\)-\(Princeton Ave\)-\(Princeton Ave\)-12-](#)
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

ADA Technically Infeasible Form

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

*Facility Type		Complete Section Below to ADD Location to Transition Plan	
<input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____		*Add Location to Transition Plan <input type="radio"/> Yes <input type="radio"/> No Suggested Repair _____ N/A Approx. Repair Costs _____ N/A Actual Repair Costs _____ N/A Actual Repair _____ N/A Date Repaired _____ N/A	
Justification for Technically Infeasible		General Information	
<i>(check all that apply)</i> <input checked="" type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input checked="" type="checkbox"/> Other 1 Existing Fencing <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		*District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # N/A	
Project Information		Submitter Information	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input checked="" type="checkbox"/> Other Water Main Replacement Pedestrian Traffic <input checked="" type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input checked="" type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input checked="" type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Crosswalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input checked="" type="radio"/> No ADT N/A		Location Identification Hawthorne Street *SR North - Segment, Offset Hawthorne Street *SR South - Segment, Offset Princeton Ave *SR East - Segment, Offset Princeton Ave *SR West - Segment, Offset 09 Location #	
Investigated design alternatives		Why alternative was not selected	
1.) Change gutter grades		Pavement adjustment does not elevate bottom of ramp enough for compliant ramp.	
2.) Move ramp along curb line		Limited ROW leaves inadequate space to extend ramp and maintain 4' PAR.	
3.) Non-compliant ramp longitudinal slope		This is the preferred alternative.	
Alternative selected and description of what requirement is not met			
Alternative #3 is the most logical choice as it maintains positive drainage and the pedestrian access route. The 11.38% ramp longitudinal slope is not in compliance.			
			
ADA Review Committee Recommendation		ADE of Design Approval Status	
<input type="radio"/> Approved <input type="radio"/> Denied ADA Review Committee Chair - Date _____		<input type="radio"/> Approved <input type="radio"/> Denied District ADE of Design - Date _____	
TIF #: TIF-06-Philadelphia-Philadelphia City-(Hawthorne Street)-(Hawthorne Street)-(Princeton Ave)-(Princeton Ave)-09-Apr 19, 2019			
<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>			

(02-09)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

There is a low spot that needs to be corrected within the vicinity of the ramp, so a pavement adjustment is used to elevate the bottom of the ramp. The gutter grades can be raised though the pavement adjustment must have at least a 1% longitudinal pavement slope. With this limitation, even when used to the maximum extent, the bottom of ramp cannot be raised enough to provide a compliant ramp using this method.

Investigated Design Alternative #2

The ramp can be extended and rotated to a different orientation, however steep grades between the curb and the existing fence make it difficult to find a design that meets with standards. This is in part due to the limited space between the curb and the fencing which leaves inadequate space to extend the ramp without creating a pinch point in the PAR. The ramp cannot extend far enough to provide a compliant ramp while maintaining a 4' PAR so this alternative is not acceptable.

Investigated Design Alternative #3

Because the gutter elevations can be changed only a small amount in the pavement adjustment and extending/reorienting the ramp does not provide an acceptable design, it is necessary to propose one or more non-compliant ramp elements. The best scenario would be for the ramp longitudinal slope to exceed the allowable limit and not cause the algebraic grade difference to exceed 13.33%. This allows for pedestrians not using the ramp to round the corner without encountering any dangerous conditions and those using the ramp will be able to safely position themselves on the ramp before accessing the excessively steep ramp.



Summary

After attempting the above design alternatives, the final design will be Alternative #3. This design maintains positive drainage and provides access to the maximum extent feasible by maintaining the PAR. The requirement for the ramp longitudinal slope is a maximum 8.33%. The 11.38% ramp longitudinal slope is not compliant. It is technically infeasible to meet this because there is limited space to extend the ramp without creating a pinch point in the PAR. This design meets compliance to the maximum extent feasible.

TIF #: [TIF-06-Philadelphia-Philadelphia City-\(Hawthorne Street\)-\(Hawthorne Street\)-\(Princeton Ave\)-\(Princeton Ave\)-09-](#)
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

ADA Technically Infeasible Form

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

*Facility Type		Complete Section Below to ADD Location to Transition Plan	
<input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____		*Add Location to Transition Plan <input type="radio"/> Yes <input type="radio"/> No Suggested Repair _____ N/A Approx. Repair Costs _____ N/A Actual Repair Costs _____ N/A Actual Repair _____ N/A Date Repaired _____ N/A	
Justification for Technically Infeasible		General Information	
<i>(check all that apply)</i> <input checked="" type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input checked="" type="checkbox"/> Other 1 Existing Fencing <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		*District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # N/A	
Project Information		Submitter Information	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input checked="" type="checkbox"/> Other Water Main Replacement Pedestrian Traffic <input checked="" type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input checked="" type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input checked="" type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Crosswalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input checked="" type="radio"/> No ADT N/A		Location Identification Hawthorne Street *SR North - Segment, Offset Hawthorne Street *SR South - Segment, Offset Princeton Ave *SR East - Segment, Offset Princeton Ave *SR West - Segment, Offset 07 Location #	
Investigated design alternatives		Why alternative was not selected	
1.) Change gutter grades		A pavement adjustment cannot be justified.	
2.) Move ramp along curb line		Limited ROW leaves inadequate space to extend ramp and maintain 4' PAR.	
3.) Non-compliant ramp longitudinal slope		This is the preferred alternative.	
Alternative selected and description of what requirement is not met			
Alternative #3 is the most logical choice as it maintains positive drainage and the pedestrian access route. The 8.60% ramp longitudinal slope is not in compliance.			
			
ADA Review Committee Recommendation		ADE of Design Approval Status	
<input type="radio"/> Approved <input type="radio"/> Denied ADA Review Committee Chair - Date _____		<input type="radio"/> Approved <input type="radio"/> Denied District ADE of Design - Date _____	
TIF #: TIF-06-Philadelphia-Philadelphia City-(Hawthorne Street)-(Hawthorne Street)-(Princeton Ave)-(Princeton Ave)-07-Apr 19, 2019			
<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>			

(02-09)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

As there are no existing drainage issues and the algebraic grade difference is acceptable, there is no justification to use a pavement adjustment for this location. Therefore, modifying the gutter grades is not an option here.

Investigated Design Alternative #2

The ramp can be extended and rotated to a different orientation, however steep grades between the curb and the existing fence make it difficult to find a design that meets with standards. This is in part due to the limited space between the curb and the fencing which leaves inadequate space to extend the ramp without creating a pinch point in the PAR. The ramp cannot be extended far enough to provide a compliant ramp while maintaining a 4' PAR so this alternative is not acceptable.

Investigated Design Alternative #3

Because the gutter elevations cannot be changed and extending/reorienting the ramp does not provide an acceptable design, it is necessary to propose one or more non-compliant ramp elements. The best scenario would be for the ramp longitudinal slope to exceed the allowable limit and not cause the algebraic grade difference to exceed 13.33%. This allows for pedestrians not using the ramp to round the corner without encountering any dangerous conditions and those using the ramp will be able to safely position themselves on the ramp before accessing the excessively steep ramp.

Summary

After attempting the above design alternatives, the final design will be Alternative #3. This design maintains positive drainage and provides access to the maximum extent feasible by maintaining the PAR. The requirement for the ramp longitudinal slope is a maximum 8.33%. The 8.60% ramp longitudinal slope is not compliant. It is technically infeasible to meet this because there is limited space to extend the ramp without creating a pinch point in the PAR. This design meets compliance to the maximum extent feasible.

TIF #:	TIF-06-Philadelphia-Philadelphia City-(Hawthorne Street)-(Hawthorne Street)-(Princeton Ave)-(Princeton Ave)-07-
<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>	



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-2.70	%	
Cross Slope in Front of Ramp (Road Profile)	0.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #		Alg Δ Grade	6.5 %
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Sackett	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Sackett	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SackettSt-PrincetonAve-SackettSt-PrincetonAve-2022-06-08-19-Type1
* Status	Current
Level of Service	As Per Contract Documents

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	30 (IN)
*	C	3.80 (%)
*	D	2.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.70 (%)
*	J	88 (IN)
*	K	(IN)
*	L	(IN)
*	M	86 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.40 (%)
*	R	0.40 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-2.40	%	
Cross Slope in Front of Ramp (Road Profile)	1.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	6.0	%
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	Sackett	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Sackett	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SackettSt-PrincetonAve-SackettSt-PrincetonAve-2022-06-08-17-Type1
* Status	Current
Level of Service	As Per Contract Documents

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	32 (IN)
*	C	3.60 (%)
*	D	0.60 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.30 (%)
*	J	88 (IN)
*	K	(IN)
*	L	(IN)
*	M	86 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.40 (%)
*	R	0.40 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



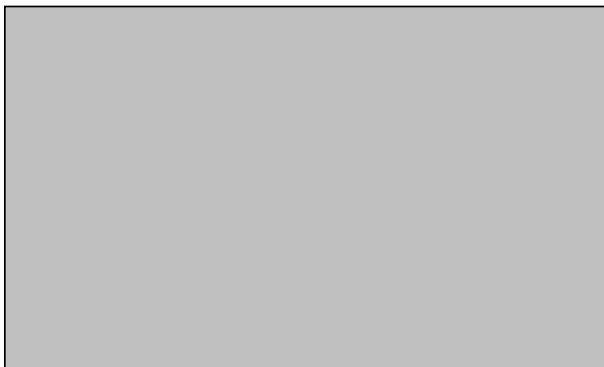
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.10	%	
Cross Slope in Front of Ramp (Road Profile)	0.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #		Alg Δ Grade	-0.5 %
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	Sackett	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Sackett	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SackettSt-PrincetonAve-SackettSt-PrincetonAve-2022-06-08-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	24 (IN)
*	C	2.60 (%)
*	D	3.30 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.50 (%)
*	J	84 (IN)
*	K	(IN)
*	L	(IN)
*	M	99 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.70 (%)
*	R	0.20 (%)
*	S	1.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	08
Field Investigators 1	William R. Cujdik, PE, PLS - Padula Engineering		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-1.10	%	
Cross Slope in Front of Ramp (Road Profile)	1.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.2	%
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Sackett	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Princeton	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Sackett	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Princeton	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SackettSt-PrincetonAve-SackettSt-PrincetonAve-2022-06-08-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	4.10 (%)
*	D	2.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.10 (%)
*	J	84 (IN)
*	K	(IN)
*	L	(IN)
*	M	99 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.70 (%)
*	R	0.20 (%)
*	S	1.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Brous Avenue & Tyson Avenue - Ramp 23 of 28

*Date of Design (yyyy mm dd)	2019	05	10
Designer 1	Christopher Carola - KS Engineers		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	4/17/2019		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.21	%	1.00 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	10 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	6.4	
Intersection Ramp # of #	1	6	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Brous	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Tyson	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Brous	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	Tyson	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude	40.03899	
	Longitude	-75.05643	

$Z^\circ = \text{Ramp Angle w/Crosswalk}$

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes	
Push Button Turning Area - Max Slope (%)		Comments:
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-BrousAve-TysonAve-BrousAve-TysonAve-2019-05-10-19-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	



Brous Avenue & Tyson Avenue - Ramp 23 of 28

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	46 (IN)
*	C	5.22 (%)
*	D	4.99 (%)
*	E	5.11 (%)
*	F	5.22 (%)
*	G	5.22 (%)
*	H	6.56 (%)
*	I	7.90 (%)
*	J	100 (IN)
*	K	2 (IN)
*	L	32 (IN)
*	M	101 (IN)
*	N	4 (IN)
*	O	47 (IN)
*	P	48 (IN)
*	Q	2.88 (%)
*	R	0.58 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.88 (%)
*	EE	2.89 (%)
DWS Transition Strip		No
DWS Transition Strip Slope (FF)		(%)

Brous Avenue & Tyson Avenue - Ramp 23 of 28



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Brous Avenue & Tyson Avenue - Ramp 24 of 28

*Date of Design (yyyy mm dd)	2019	05	10
Designer 1	Christopher Carola - KS Engineers		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	4/17/2019		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.21	%	1.91 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	10 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	9.0	
Intersection Ramp # of #	2	6	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	Brous	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Tyson	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Brous	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	Tyson	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude	40.03896	
	Longitude	-75.05616	

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes	
Push Button Turning Area - Max Slope (%)		Comments:
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-BrousAve-TysonAve-BrousAve-TysonAve-2019-05-10-17-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	



Brous Avenue & Tyson Avenue - Ramp 24 of 28

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<table border="1"> <thead> <tr> <th colspan="3">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>46 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.83 (%)</td></tr> <tr><td>*</td><td>D</td><td>9.90 (%)</td></tr> <tr><td>*</td><td>E</td><td>8.87 (%)</td></tr> <tr><td>*</td><td>F</td><td>7.83 (%)</td></tr> <tr><td>*</td><td>G</td><td>7.83 (%)</td></tr> <tr><td>*</td><td>H</td><td>8.68 (%)</td></tr> <tr><td>*</td><td>I</td><td>9.53 (%)</td></tr> <tr><td>*</td><td>J</td><td>100 (IN)</td></tr> <tr><td>*</td><td>K</td><td>2 (IN)</td></tr> <tr><td>*</td><td>L</td><td>24 (IN)</td></tr> <tr><td>*</td><td>M</td><td>101 (IN)</td></tr> <tr><td>*</td><td>N</td><td>2 (IN)</td></tr> <tr><td>*</td><td>O</td><td>32 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.88 (%)</td></tr> <tr><td>*</td><td>R</td><td>0.58 (%)</td></tr> <tr><td>*</td><td>S</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.25 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>3.88 (%)</td></tr> <tr><td>*</td><td>EE</td><td>2.89 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>No</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			*	A	48 (IN)	*	B	46 (IN)	*	C	7.83 (%)	*	D	9.90 (%)	*	E	8.87 (%)	*	F	7.83 (%)	*	G	7.83 (%)	*	H	8.68 (%)	*	I	9.53 (%)	*	J	100 (IN)	*	K	2 (IN)	*	L	24 (IN)	*	M	101 (IN)	*	N	2 (IN)	*	O	32 (IN)	*	P	48 (IN)	*	Q	2.88 (%)	*	R	0.58 (%)	*	S	2.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.25 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	3.88 (%)	*	EE	2.89 (%)	DWS Transition Strip		No	DWS Transition Strip Slope (FF)		(%)
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DWS Transition Strip		No																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												

Comments ▲

Brous Avenue & Tyson Avenue - Ramp 24 of 28



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Brous Avenue & Tyson Avenue - Ramp 25 of 28

*Date of Design (yyyy mm dd)	2019	05	10
Designer 1	Christopher Carola - KS Engineers		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	4/17/2019		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	4.75	%	1.00 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	15 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	12.7	
Intersection Ramp # of #	3	6	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Brous	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Tyson	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Brous	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	Tyson	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude	40.03906	
	Longitude	-75.05609	

$Z^\circ = \text{Ramp Angle w/Crosswalk}$

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Algebraic Difference = $X\% - (-Y\%)$

Algebraic Difference = $X\% - Y\%$

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BrousAve-TysonAve-BrousAve-TysonAve-2019-05-10-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



Brous Avenue & Tyson Avenue - Ramp 25 of 28

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Brous Avenue & Tyson Avenue - Ramp 25 of 28



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Brous Avenue & Tyson Avenue - Ramp 26 of 28

*Date of Design (yyyy mm dd)	2019	05	10
Designer 1	Christopher Carola - KS Engineers		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	4/17/2019		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	3.50	%	1.00 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	20 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	9.0	
Intersection Ramp # of #	4	6	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Brous	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Tyson	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Brous	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	Tyson	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude	40.05068	
	Longitude	-75.05608	

$Z^\circ = \text{Ramp Angle w/Crosswalk}$

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Algebraic Difference = $X\% - (-Y\%)$

Algebraic Difference = $X\% - Y\%$

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BrousAve-TysonAve-BrousAve-TysonAve-2019-05-10-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



Brous Avenue & Tyson Avenue - Ramp 26 of 28

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Brous Avenue & Tyson Avenue - Ramp 26 of 28



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Brous Avenue & Tyson Avenue - Ramp 27 of 28

*Date of Design (yyyy mm dd)	2019	05	10
Designer 1	Christopher Carola - KS Engineers		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	4/17/2019		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	5.54	%	1.72 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	10.5	
Intersection Ramp # of #	5	6	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Brous	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Tyson	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Brous	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	Tyson	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude	40.03886	
	Longitude	-75.05621	

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BrousAve-TysonAve-BrousAve-TysonAve-2019-05-10-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲

Brous Avenue & Tyson Avenue - Ramp 27 of 28



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Brous Avenue & Tyson Avenue - Ramp 28 of 28

*Date of Design (yyyy mm dd)	2019	05	10
Designer 1	Christopher Carola - KS Engineers		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	4/17/2019		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.50	%	2.00 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	15 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	8.2	
Intersection Ramp # of #	6	6	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	Brous	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Tyson	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Brous	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	Tyson	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude	40.03867	
	Longitude	-75.05626	

Z° = Ramp Angle w/Crosswalk

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes	
Push Button Turning Area - Max Slope (%)		Comments:
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-BrousAve-TysonAve-BrousAve-TysonAve-2019-05-10-14-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	



Brous Avenue & Tyson Avenue - Ramp 28 of 28

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Comments ▲

Brous Avenue & Tyson Avenue - Ramp 28 of 28



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2020	07	30
Field Investigators 1	Robert Capece, E.I.T.		
Field Investigators 2	Brian Czapla		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.20	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S--50088-G	Alg Δ Grade	7.2 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Crispin Street	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Meridian Street	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Crispin Street	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Meridian Street	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinStreetSt-MeridianStreetSt-CrispinStreetSt-MeridianStreetSt-2020-07-30-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	48 (IN)
*	C	7.40 (%)
*	D	6.40 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.60 (%)
*	J	59 (IN)
*	K	(IN)
*	L	(IN)
*	M	83 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.50 (%)
*	R	1.80 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



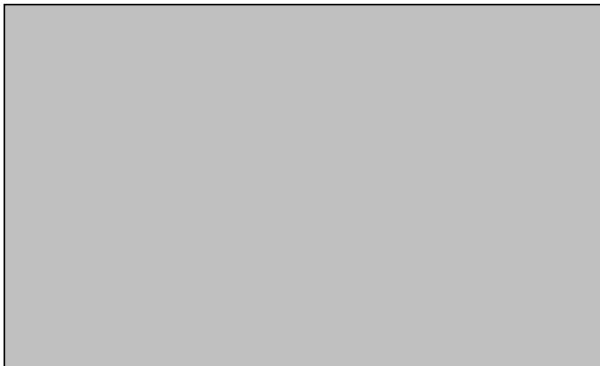
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



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*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	5.00	%	
Cross Slope in Front of Ramp (Road Profile)	1.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088G	Alg Δ Grade	1.4 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Crispin Street	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Lansing Street	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Crispin Street	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Lansing Street	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinStreetSt-LansingStreetSt-CrispinStreetSt-LansingStreetSt-2020-07-30-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	30 (IN)
*	C	6.40 (%)
*	D	8.30 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	9.20 (%)
*	J	66 (IN)
*	K	(IN)
*	L	(IN)
*	M	81 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	0.70 (%)
*	R	1.90 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



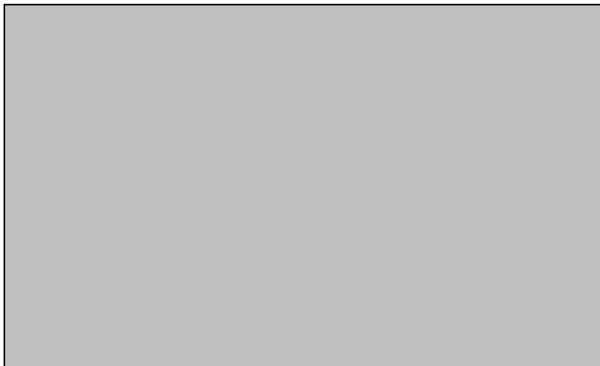
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2020	07	30
Field Investigators 1	Robert Capece, E.I.T.		
Field Investigators 2	Brian Czapla		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.20	%	
Cross Slope in Front of Ramp (Road Profile)	0.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088-G	Alg Δ Grade	4.7 %
Intersection Ramp # of #	1	3	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Crispin Street	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Rhawn Street	(segment)	(offset)
*East Leg Desc.	SR	0070	1372
*South Leg	Crispin Street	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Rhawn Street	(segment)	(offset)
*West Leg Desc.	SR	0700	1372

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinStreetSt-RhawnStreetSR-CrispinStreetSt-RhawnStreetSR-2020-07-30-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	61 (IN)
*	C	7.90 (%)
*	D	-999.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.50 (%)
*	J	57 (IN)
*	K	(IN)
*	L	(IN)
*	M	57 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.00 (%)
*	R	2.10 (%)
*	S	1.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



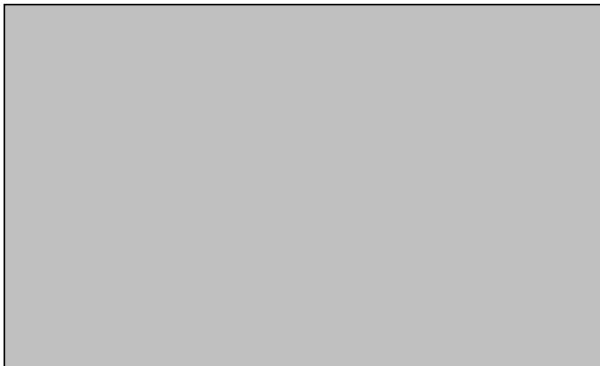
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2020	07	30
Field Investigators 1	Robert Capece, E.I.T.		
Field Investigators 2	Brian Czapla		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-0.90	%	
Cross Slope in Front of Ramp (Road Profile)	1.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088-G	Alg Δ Grade	7.9 %
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	Crispin Street	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Lansing Street	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Crispin Street	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Lansing Street	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinStreetSt-LansingStreetSt-CrispinStreetSt-LansingStreetSt-2020-07-30-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	26 (IN)
*	C	7.00 (%)
*	D	4.30 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.40 (%)
*	J	66 (IN)
*	K	(IN)
*	L	(IN)
*	M	81 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	0.70 (%)
*	R	1.90 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



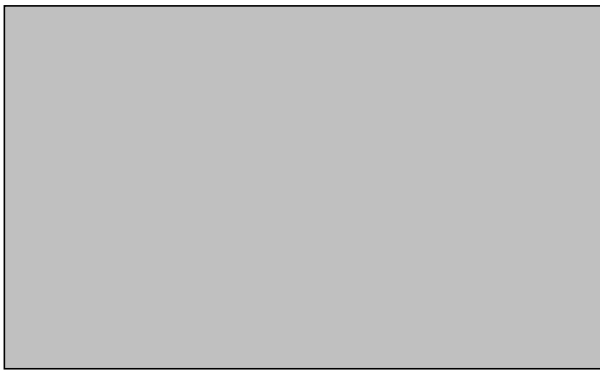
Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2020	07	30
Field Investigators 1	Robert Capece, E.I.T.		
Field Investigators 2	Brian Czapla		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088-G	Alg Δ Grade	2.0 %
Intersection Ramp # of #	2	3	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	Crispin Street	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Rhawn Street	(segment)	(offset)
*East Leg Desc.	SR	0070	1372
*South Leg	Crispin Street	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Rhawn Street	(segment)	(offset)
*West Leg Desc.	SR	0700	1372

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinStreetSt-RhawnStreetSR-CrispinStreetSt-RhawnStreetSR-2020-07-30-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	121 (IN)
*	C	2.50 (%)
*	D	9.40 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	-999.00 (%)
*	J	57 (IN)
*	K	(IN)
*	L	(IN)
*	M	57 (IN)
*	N	(IN)
*	O	(IN)
*	P	57 (IN)
*	Q	2.00 (%)
*	R	2.10 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



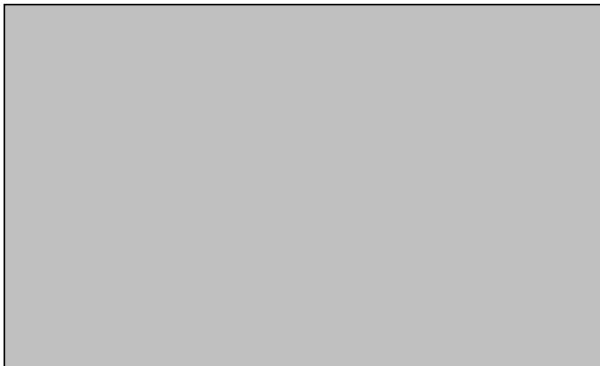
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2020	07	30
Field Investigators 1	Robert Capece, E.I.T.		
Field Investigators 2	Brian Czapla		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.00	%	
Cross Slope in Front of Ramp (Road Profile)	0.20	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088-G	Alg Δ Grade	5.2 %
Intersection Ramp # of #	3	3	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	Crispin Street	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Rhawn Street	(segment)	(offset)
*East Leg Desc.	SR	0070	1372
*South Leg	Crispin Street	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Rhawn Street	(segment)	(offset)
*West Leg Desc.	SR	0070	1372

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinStreetSt-RhawnStreetSR-CrispinStreetSt-RhawnStreetSR-2020-07-30-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	117 (IN)
*	C	7.20 (%)
*	D	-999.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.20 (%)
*	J	60 (IN)
*	K	(IN)
*	L	(IN)
*	M	104 (IN)
*	N	(IN)
*	O	(IN)
*	P	63 (IN)
*	Q	2.00 (%)
*	R	0.60 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



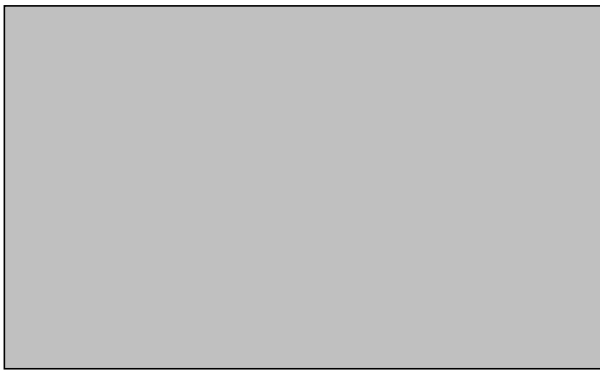
Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2020	07	30
Field Investigators 1	Robert Capece, E.I.T.		
Field Investigators 2	Brian Czapla		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-6.00	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088-G	Alg Δ Grade	9.5 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Crispin Street	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Ashville	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Crispin Street	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Ashville	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinStreetSt-AshvilleSt-CrispinStreetSt-AshvilleSt-2020-07-30-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	66 (IN)
*	C	3.50 (%)
*	D	7.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.50 (%)
*	J	65 (IN)
*	K	(IN)
*	L	(IN)
*	M	59 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.60 (%)
*	R	1.30 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



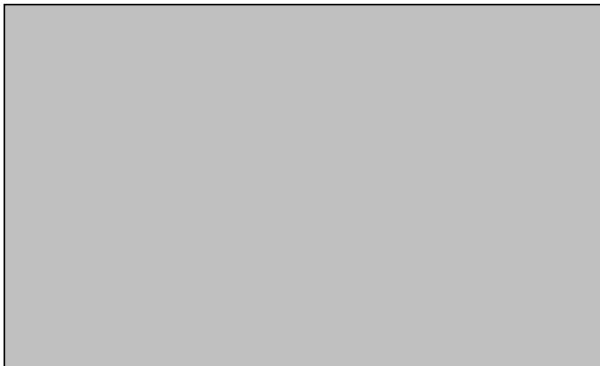
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2020	07	30
Field Investigators 1	Robert Capece, E.I.T.		
Field Investigators 2	Brian Czapla		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.60	%	
Cross Slope in Front of Ramp (Road Profile)	1.10	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088-G	Alg Δ Grade	5.3 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Crispin Street	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Decatur Street	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Crispin Street	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Decatur Street	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinStreetSt-DecaturStreetSt-CrispinStreetSt-DecaturStreetSt-2020-07-30-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	56 (IN)
*	C	5.90 (%)
*	D	7.40 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.00 (%)
*	J	62 (IN)
*	K	(IN)
*	L	(IN)
*	M	59 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.90 (%)
*	R	0.40 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



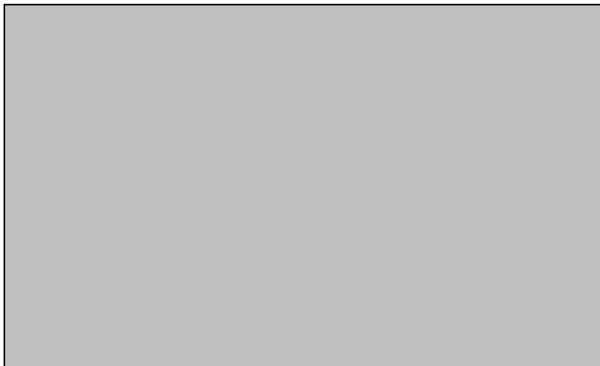
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Sheffield Street - Ramp 9

*Date of Investigation (yyyy mm dd)	2020	10	14	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	5.90	%		
Cross Slope in Front of Ramp (Road Profile)	1.40	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	12.8	%
Intersection Ramp # of #	2	4		
*Ramp Location (Use Figure Below)		09		
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Sheffield	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Sheffield	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-SheffieldSt-CrispinSt-SheffieldSt-2020-10-14-9-Type1
* Status	Current
Level of Service	Meets RC-67M

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	6.90 (%)
*	D	4.80 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.40 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	99 (IN)
*	Q	1.70 (%)
*	R	1.60 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



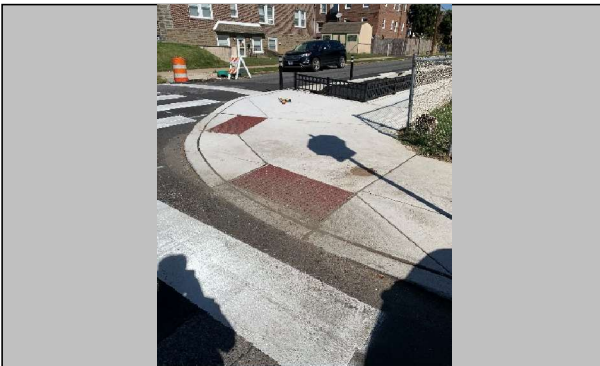
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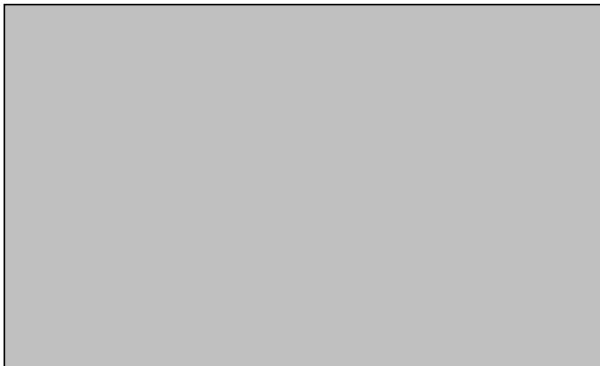
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Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Sheffield Avenue - Ramp A

*Date of Investigation (yyyy mm dd)	2021	04	22	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.10	%		
Cross Slope in Front of Ramp (Road Profile)	0.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	0.4	%
Intersection Ramp # of #	1	4		
*Ramp Location (Use Figure Below)				07
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Sheffield	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Sheffield	(segment)	(offset)	
*West Leg Desc.	Ave			

Accessible Push Buttons	N/A		
Asset # (auto)	C-06-101-60000-CrispinSt-SheffieldAve-CrispinSt-SheffieldAve-2021-04-22-7-Type1		
* Status	Current		
Level of Service	Meets RC-67M		

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	45 (IN)
*	C	0.30 (%)
*	D	7.40 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.90 (%)
*	J	65 (IN)
*	K	(IN)
*	L	(IN)
*	M	93 (IN)
*	N	(IN)
*	O	(IN)
*	P	96 (IN)
*	Q	1.90 (%)
*	R	0.70 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



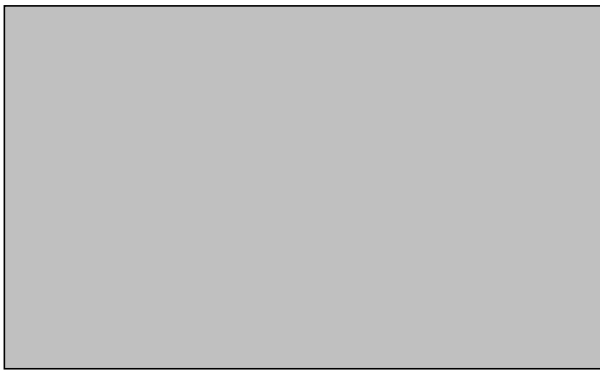
Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Sheffield Avenue - Ramp B

*Date of Investigation (yyyy mm dd)	2021	04	22	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	5.00	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	12.0	%
Intersection Ramp # of #	2	4		
*Ramp Location (Use Figure Below)				09
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Sheffield	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Sheffield	(segment)	(offset)	
*West Leg Desc.	Ave			

Northbound

Accessible Push Buttons	N/A		
Asset # (auto)	C-06-101-60000-CrispinSt-SheffieldAve-CrispinSt-SheffieldAve-2021-04-22-9-Type1		
* Status	Current		
Level of Service	Meets RC-67M		

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	32 (IN)
*	C	7.00 (%)
*	D	5.40 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.90 (%)
*	J	65 (IN)
*	K	(IN)
*	L	(IN)
*	M	93 (IN)
*	N	(IN)
*	O	(IN)
*	P	82 (IN)
*	Q	1.90 (%)
*	R	0.70 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



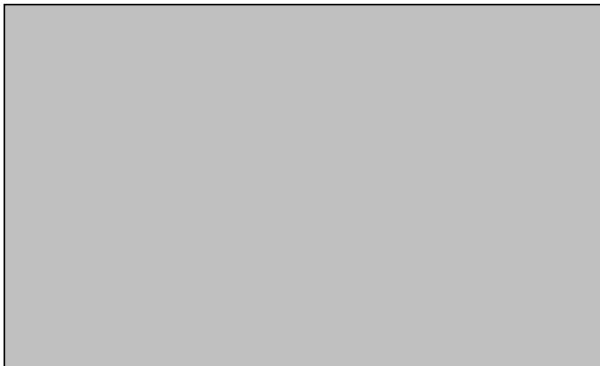
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Sheffield Street - Ramp 12

*Date of Investigation (yyyy mm dd)	2020	10	14	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	3.40	%		
Cross Slope in Front of Ramp (Road Profile)	0.40	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	12.8	%
Intersection Ramp # of #	3	4		
*Ramp Location (Use Figure Below)	12			
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Sheffield	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Sheffield	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-SheffieldSt-CrispinSt-SheffieldSt-2020-10-14-12-Type1
* Status	Current
Level of Service	Meets RC-67M

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	6.80 (%)
*	D	4.80 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.60 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	60 (IN)
*	Q	1.90 (%)
*	R	1.80 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



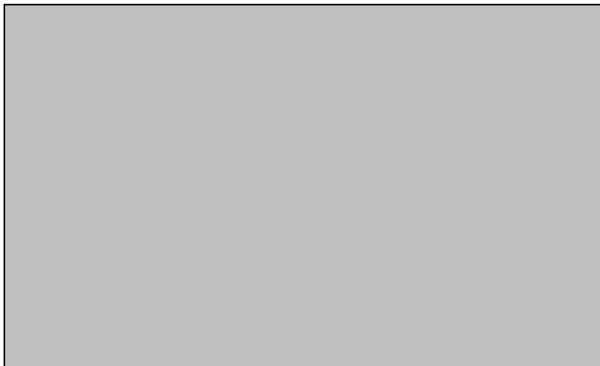
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Sheffield Street - Ramp 7

*Date of Investigation (yyyy mm dd)	2020	10	14
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.20	%	
Cross Slope in Front of Ramp (Road Profile)	0.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088-G	Alg Δ Grade	1.7 %
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Crispin	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Sheffield	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Crispin	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Sheffield	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-SheffieldSt-CrispinSt-SheffieldSt-2020-10-14-7-Type1
* Status	Current
Level of Service	Meets RC-67M

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	0.50 (%)
*	D	8.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.30 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.70 (%)
*	R	1.60 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



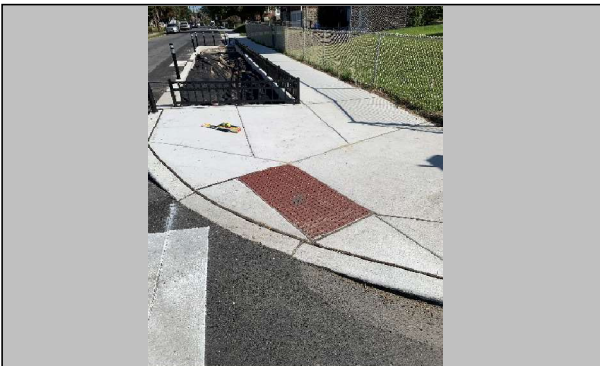
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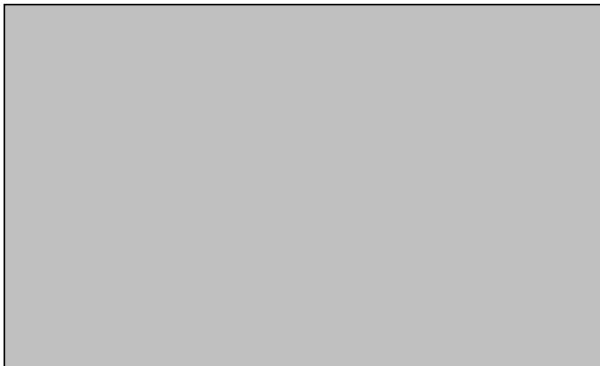
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Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Sheffield Avenue - Ramp C

*Date of Investigation (yyyy mm dd)	2021	04	22	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	3.60	%		
Cross Slope in Front of Ramp (Road Profile)	0.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	10.2	%
Intersection Ramp # of #	3	4		
*Ramp Location (Use Figure Below)	12			
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Sheffield	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Sheffield	(segment)	(offset)	
*West Leg Desc.	Ave			

Northbound

Accessible Push Buttons	N/A		
Asset # (auto)	C-06-101-60000-CrispinSt-SheffieldAve-CrispinSt-SheffieldAve-2021-04-22-12-Type1		
* Status	Current		
Level of Service	Meets RC-67M		

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	37 (IN)
*	C	6.60 (%)
*	D	5.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.60 (%)
*	J	85 (IN)
*	K	(IN)
*	L	(IN)
*	M	67 (IN)
*	N	(IN)
*	O	(IN)
*	P	66 (IN)
*	Q	1.60 (%)
*	R	0.90 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



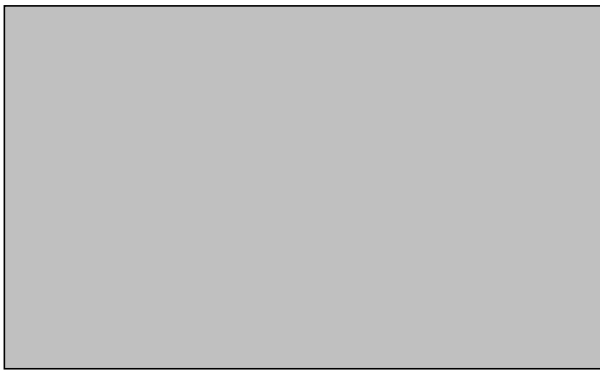
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Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Sheffield Street - Ramp 14

*Date of Investigation (yyyy mm dd)	2020	10	14	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.10	%		
Cross Slope in Front of Ramp (Road Profile)	1.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	2.9	%
Intersection Ramp # of #	4	4		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Sheffield	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Sheffield	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A			
Asset # (auto)	C-06-101-60000-CrispinSt-SheffieldSt-CrispinSt-SheffieldSt-2020-10-14-14-Type1			
* Status	Current			
Level of Service	Meets RC-67M			

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	1.80 (%)
*	D	3.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.80 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	60 (IN)
*	Q	1.90 (%)
*	R	1.80 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



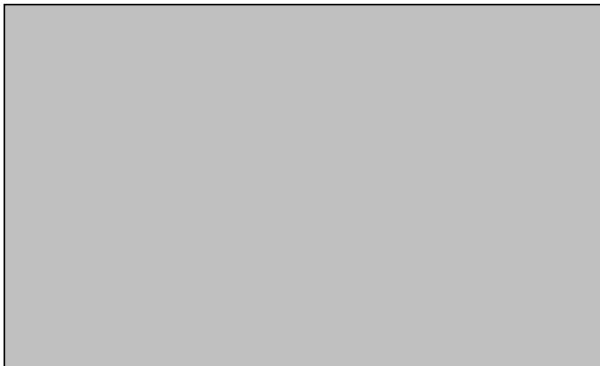
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Sheffield Avenue - Ramp D

*Date of Investigation (yyyy mm dd)	2021	04	22	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.70	%		
Cross Slope in Front of Ramp (Road Profile)	0.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	1.6	%
Intersection Ramp # of #	4	4		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Sheffield	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Sheffield	(segment)	(offset)	
*West Leg Desc.	Ave			

Northbound

Accessible Push Buttons	N/A		
Asset # (auto)	C-06-101-60000-CrispinSt-SheffieldAve-CrispinSt-SheffieldAve-2021-04-22-14-Type1		
* Status	Current		
Level of Service	Meets RC-67M		

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	0.90 (%)
*	D	2.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.80 (%)
*	J	85 (IN)
*	K	(IN)
*	L	(IN)
*	M	67 (IN)
*	N	(IN)
*	O	(IN)
*	P	72 (IN)
*	Q	1.60 (%)
*	R	0.90 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Shelmire Avenue - Ramp of

*Date of Investigation (yyyy mm dd)	2022	09	08	
Field Investigators 1	Harmony Bernhauser			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.70	%		
Cross Slope in Front of Ramp (Road Profile)	1.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	6.9	%
Intersection Ramp # of #	3	6		
*Ramp Location (Use Figure Below)	12			
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Shelmire	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Shelmire	(segment)	(offset)	
*West Leg Desc.	Ave			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-ShelmireAve-CrispinSt-ShelmireAve-2022-09-08-12-Type1
* Status	Current
Level of Service	Meets RC-67M

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

Shelmire Ave
 MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %	
* A	48 (IN)
* B	42 (IN)
* C	4.20 (%)
* D	4.30 (%)
* E	(%)
* F	(%)
* G	(%)
* H	(%)
* I	4.50 (%)
* J	86 (IN)
* K	(IN)
* L	(IN)
* M	85 (IN)
* N	(IN)
* O	(IN)
* P	48 (IN)
* Q	3.50 (%)
* R	1.30 (%)
* S	1.30 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	1.00 (%)
* X	(IN)
* Y	(IN)
* YY	(IN)
* Z	(IN)
* ZZ	(IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)

(insert comments below)

Sheet 2 - Inspection Form Continued

C-06-101-60000-CrispinSt-ShelmireAve-CrispinSt-ShelmireAve-2022-09-08-12-Type1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Shelmire Avenue - Ramp of

*Date of Investigation (yyyy mm dd)	2022	09	08	
Field Investigators 1	Harmony Bernhauser			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes		Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.60	%		
Cross Slope in Front of Ramp (Road Profile)	1.10	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	8.6	%
Intersection Ramp # of #	4	6		
*Ramp Location (Use Figure Below)	14			
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Shelmire	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Shelmire	(segment)	(offset)	
*West Leg Desc.	Ave			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-ShelmireAve-CrispinSt-ShelmireAve-2022-09-08-14-Type1
* Status	Current
Level of Service	Meets RC-67M

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

Shelmire Ave

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

9.0

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

Shelmire Ave

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %	
* A	48 (IN)
* B	42 (IN)
* C	6.00 (%)
* D	5.20 (%)
* E	(%)
* F	(%)
* G	(%)
* H	(%)
* I	6.60 (%)
* J	86 (IN)
* K	(IN)
* L	(IN)
* M	85 (IN)
* N	(IN)
* O	(IN)
* P	48 (IN)
* Q	3.50 (%)
* R	1.30 (%)
* S	1.30 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	1.10 (%)
* X	(IN)
* Y	(IN)
* YY	(IN)
* Z	(IN)
* ZZ	(IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

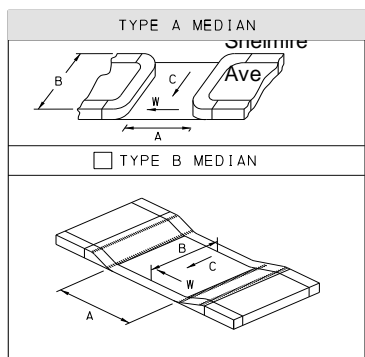
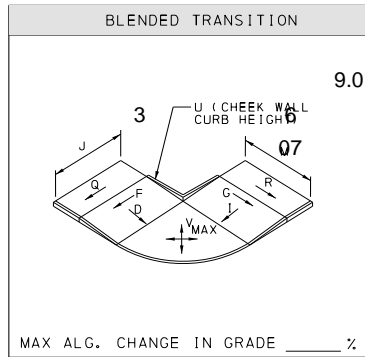
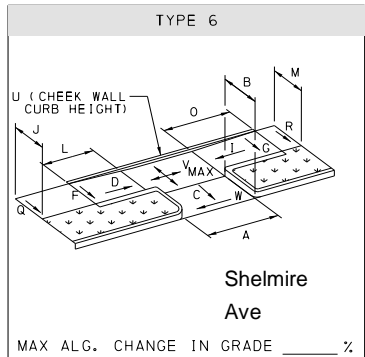
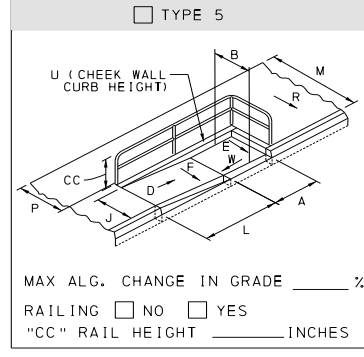
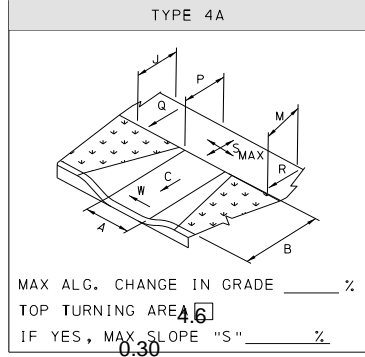
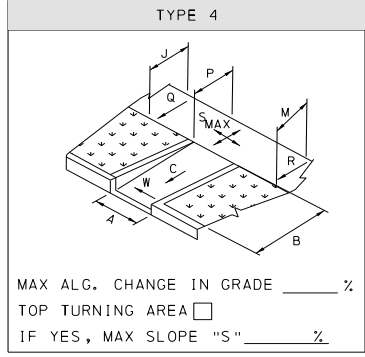
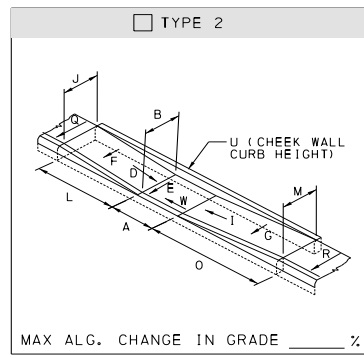
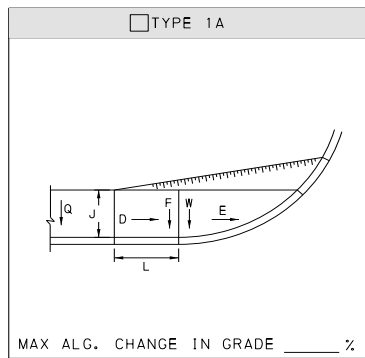
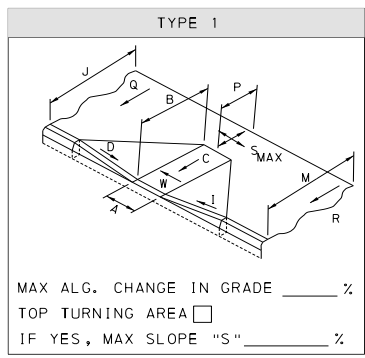


ri pin Street and S helmire Avenue - Ramp

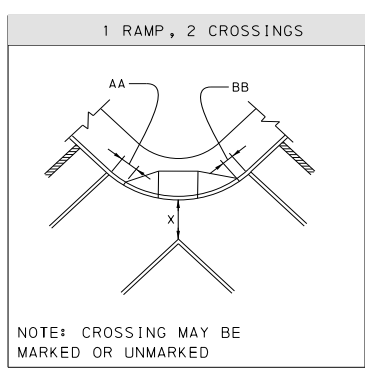
*Date of Investigation (yyyy mm dd)	2022	04	22	
Field Investigators 1	Harmony Bernhauser			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	4.60	%		
Cross Slope in Front of Ramp (Road Profile)	0.30	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	9.0	%
Intersection Ramp # of #	3	6		
*Ramp Location (Use Figure Below)			07	
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Shelmire	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Shelmire	(segment)	(offset)	
*West Leg Desc.	Ave			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-ShelmireAve-CrispinSt-ShelmireAve-2022-04-22-7-Type1
* Status	Current
Level of Service	Meets RC-67M



- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

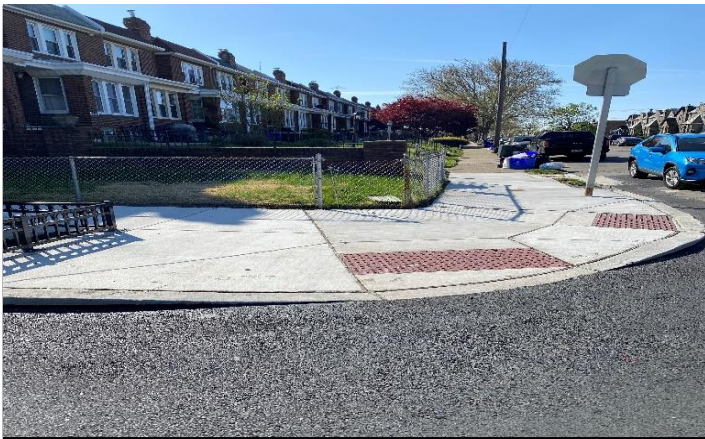


"0.00" inches or %		
*	A	48 (IN)
*	B	42 (IN)
*	C	4.40 (%)
*	D	6.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.70 (%)
*	J	70 (IN)
	K	(IN)
	L	(IN)
*	M	78 (IN)
	N	(IN)
*	O	(IN)
*	P	84 (IN)
*	Q	1.30 (%)
*	R	5.00 (%)
*	S	1.40 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	0.30 (%)
*	X	(IN)
	Y	(IN)
	YY	(IN)
	Z	(IN)
	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

Crispin Street and Shelmire Avenue - Ramp 07

Crispin Street and Shelmire Avenue - Ramp 07



Insert Picture 1



Insert Picture 4



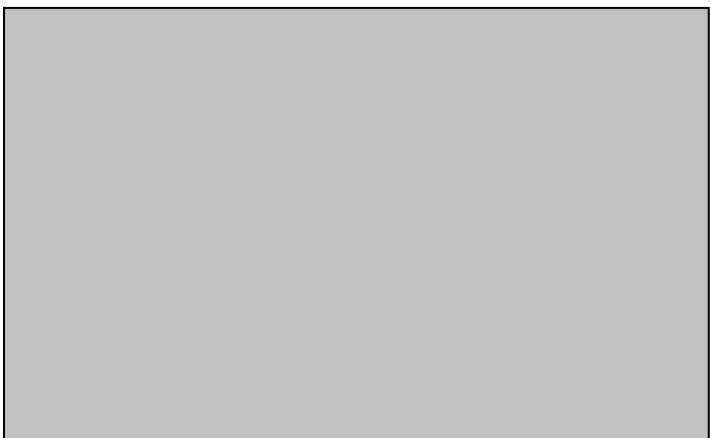
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

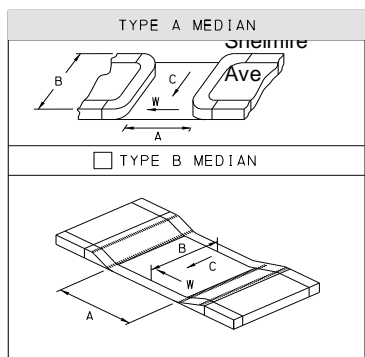
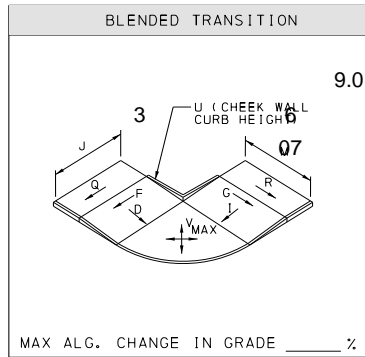
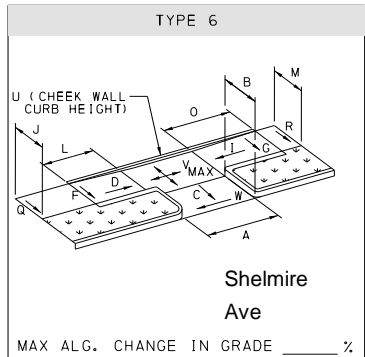
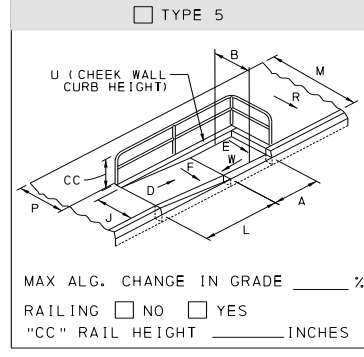
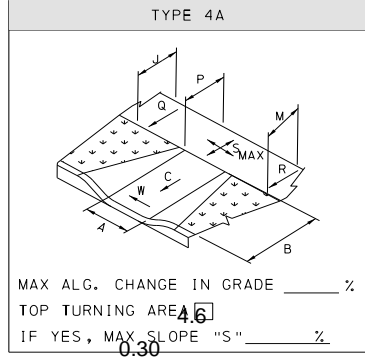
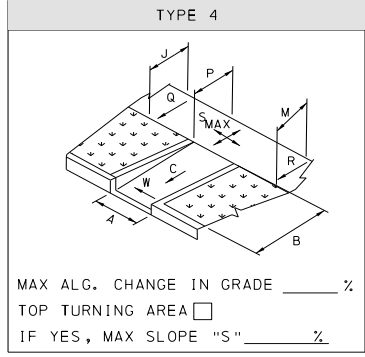
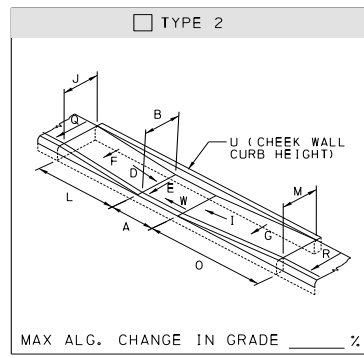
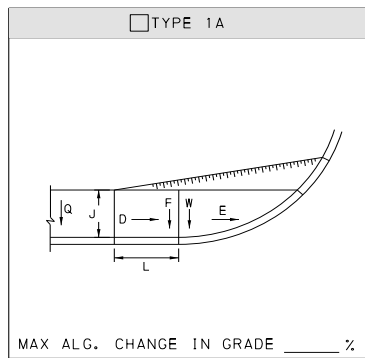
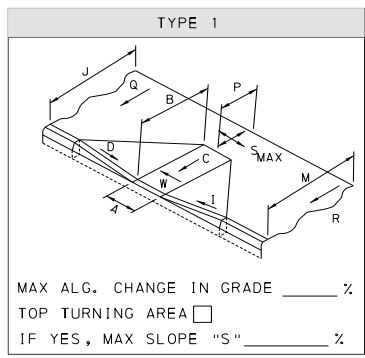


ri pin Street and S helmire Avenue - Ramp

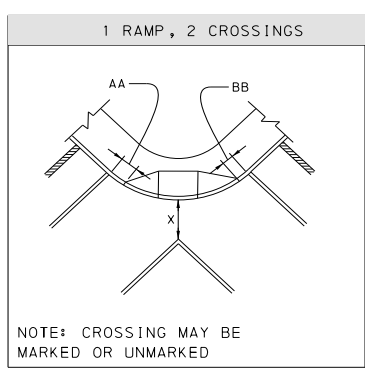
*Date of Investigation (yyyy mm dd)	2022	04	22	
Field Investigators 1	Harmony Bernhauser			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	3.70	%		
Cross Slope in Front of Ramp (Road Profile)	1.50	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	8.2	%
Intersection Ramp # of #	4	6		
*Ramp Location (Use Figure Below)	09			
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Shelmire	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Shelmire	(segment)	(offset)	
*West Leg Desc.	Ave			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-ShelmireAve-CrispinSt-ShelmireAve-2022-04-22-9-Type1
* Status	Current
Level of Service	Meets RC-67M



- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"



"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	4.50 (%)
*	D	7.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.90 (%)
*	J	70 (IN)
*	K	(IN)
*	L	(IN)
*	M	78 (IN)
*	N	(IN)
*	O	(IN)
*	P	60 (IN)
*	Q	1.30 (%)
*	R	5.00 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

Crispin Street and Shelmire Avenue - Ramp 07

Crispin Street and Shelmire Avenue - Ramp 09



Insert Picture 1



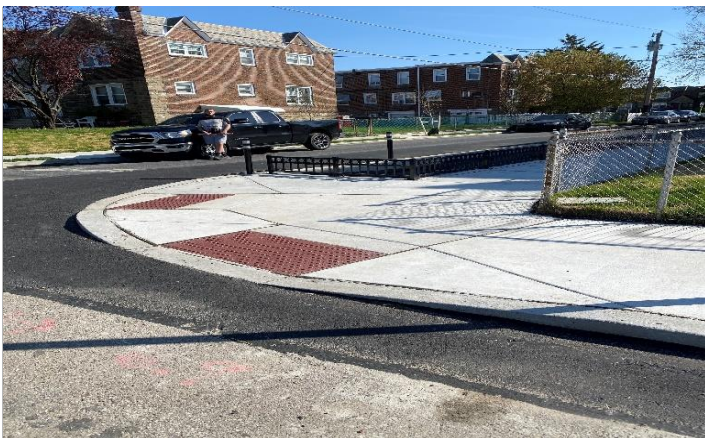
Insert Picture 4



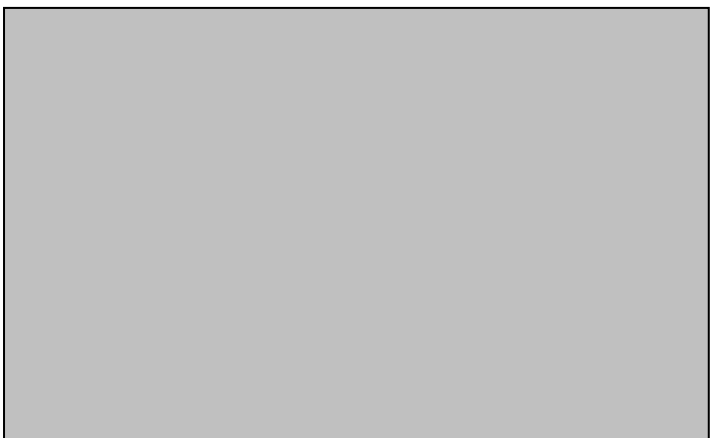
Insert Picture 2



Insert Picture 5



Insert Picture 3

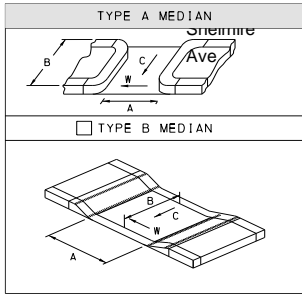
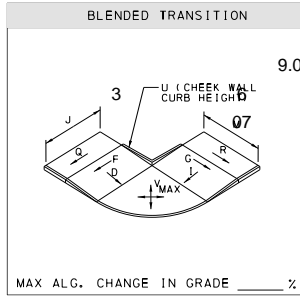
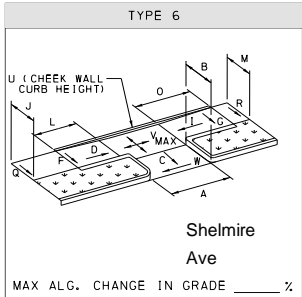
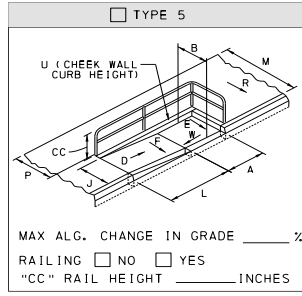
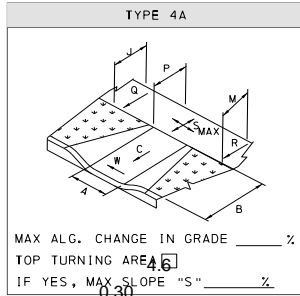
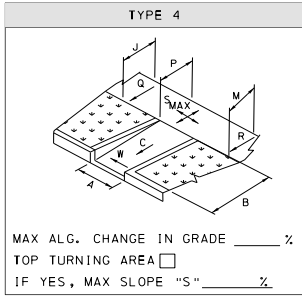
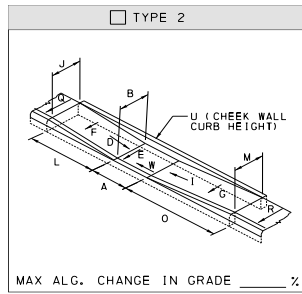
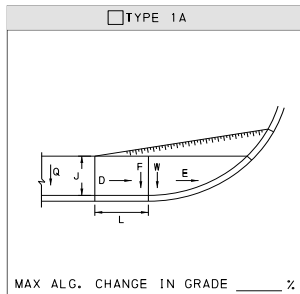
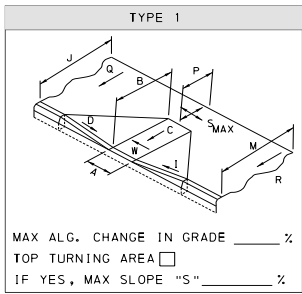


Insert Picture 6

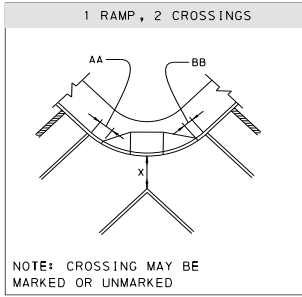


ri pin Street and lei Street - Ramp of

*Date of Investigation (yyyy mm dd)	2022	09	08
Field Investigators 1	Harmony Bernhauser		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.00	%	
Cross Slope in Front of Ramp (Road Profile)	1.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088-G	Alg Δ Grade	4.9 %
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Crispin	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Bleigh	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Crispin	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Bleigh	(segment)	(offset)
*West Leg Desc.	St		
Accessible Push Buttons	N/A		
Asset # (auto)	C-06-101-60000-CrispinSt-BleighSt-CrispinSt-BleighSt-2022-09-08-12-Type1		
* Status	Current		
Level of Service	Meets RC-67M		



- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"



"0.00" inches or %		
*	A	49 (IN)
*	B	56 (IN)
*	C	2.90 (%)
*	D	2.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.40 (%)
*	J	95 (IN)
*	K	(IN)
*	L	(IN)
*	M	97 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.00 (%)
*	R	1.40 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



ri pin Street and lei Street - Ramp of

*Date of Investigation (yyyy mm dd)	2022	09	08	
Field Investigators 1	Harmony Bernhauser			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes		Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.70		%	
Cross Slope in Front of Ramp (Road Profile)	0.70		%	
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	9.2	%
Intersection Ramp # of #	4		4	
*Ramp Location (Use Figure Below)	14			
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Bleigh	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Bleigh	(segment)	(offset)	
*West Leg Desc.	St			
Accessible Push Buttons	N/A			
Asset # (auto)	C-06-101-60000-CrispinSt-BleighSt-CrispinSt-BleighSt-2022-09-08-14-Type1			
* Status	Current			
Level of Service	Meets RC-67M			

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

Shelmire Ave
 MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
* A	48	(IN)
* B	57	(IN)
* C	6.50	(%)
* D	4.50	(%)
* E		(%)
* F		(%)
* G		(%)
* H		(%)
* I	7.80	(%)
* J	95	(IN)
* K		(IN)
* L		(IN)
* M	97	(IN)
* N		(IN)
* O		(IN)
* P	48	(IN)
* Q	1.00	(%)
* R	1.40	(%)
* S	1.40	(%)
* T		(IN)
* U		(IN)
* V		(%)
* W	0.70	(%)
* X		(IN)
* Y		(IN)
* YY		(IN)
* Z		(IN)
* ZZ		(IN)
* AA		(IN)
* BB		(IN)
* CC		(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

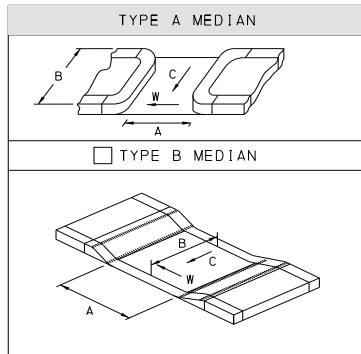
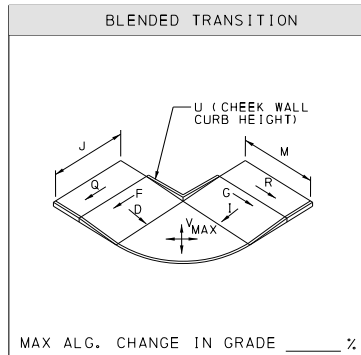
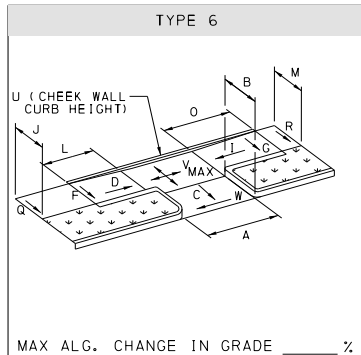
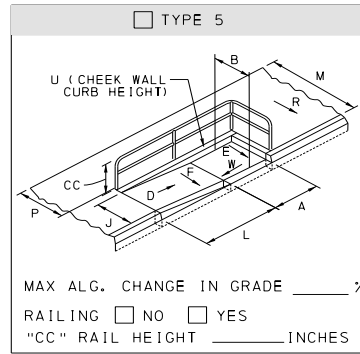
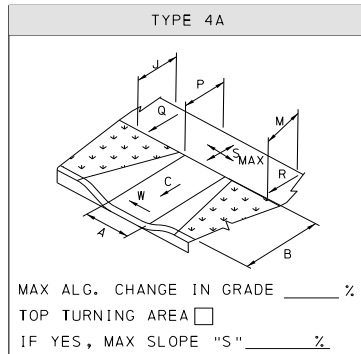
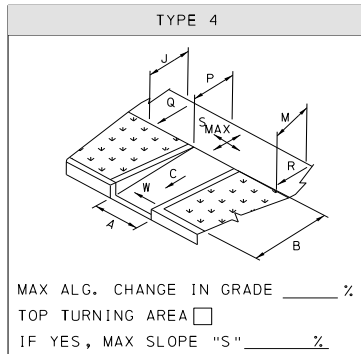
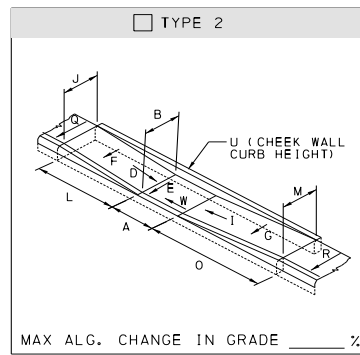
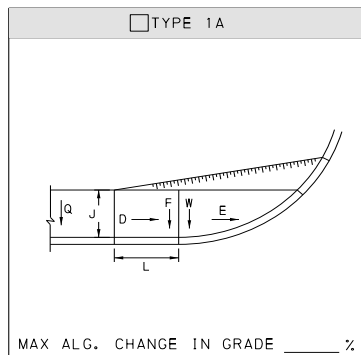
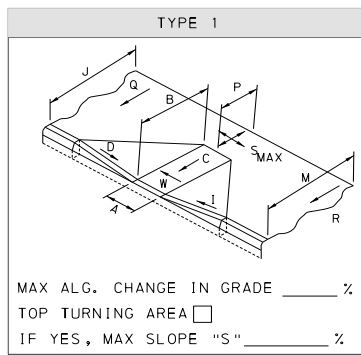


ri pin Street and lei Street - Ramp

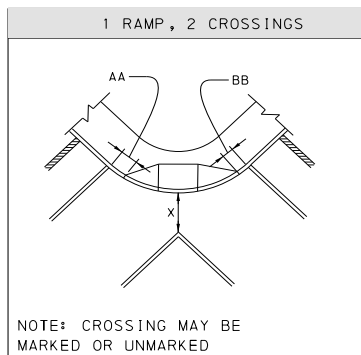
*Date of Investigation (yyyy mm dd)	2022	04	13
Field Investigators 1	Harmony Bernhauser		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.70	%	
Cross Slope in Front of Ramp (Road Profile)	1.20	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088-G	Alg Δ Grade	7.8 %
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Crispin	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Bleigh	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Crispin	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Bleigh	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-BleighAve-CrispinSt-BleighAve-2022-04-13-7-Type1
* Status	Current
Level of Service	Meets RC-67M



- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

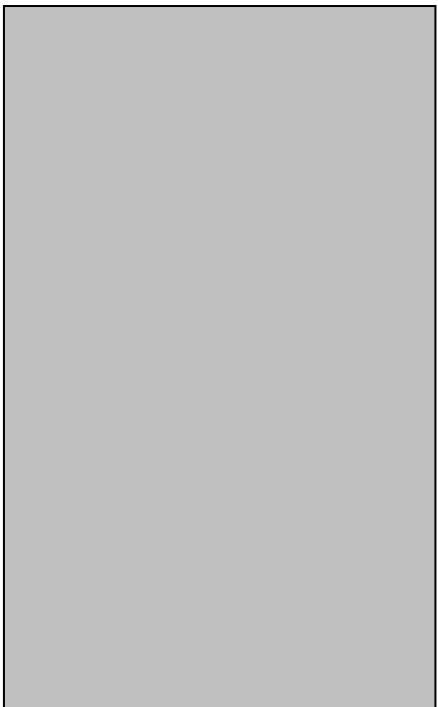


"0.00" inches or %		
*	A	50 (IN)
*	B	98 (IN)
*	C	3.10 (%)
*	D	7.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.70 (%)
*	J	58 (IN)
*	K	(IN)
*	L	(IN)
*	M	92 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.70 (%)
*	R	4.30 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



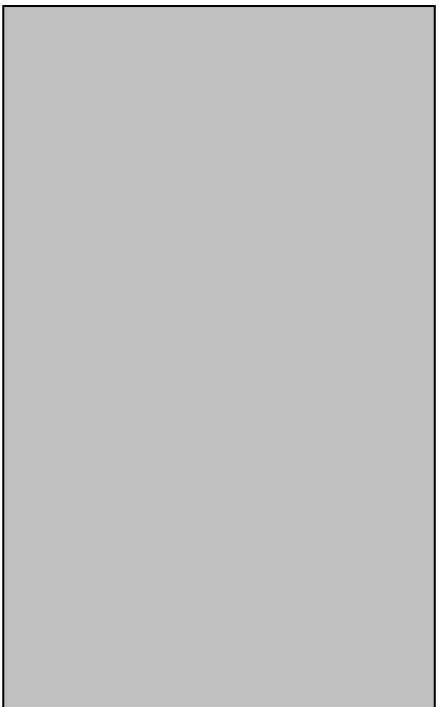
Insert Picture 1



Insert Picture 4



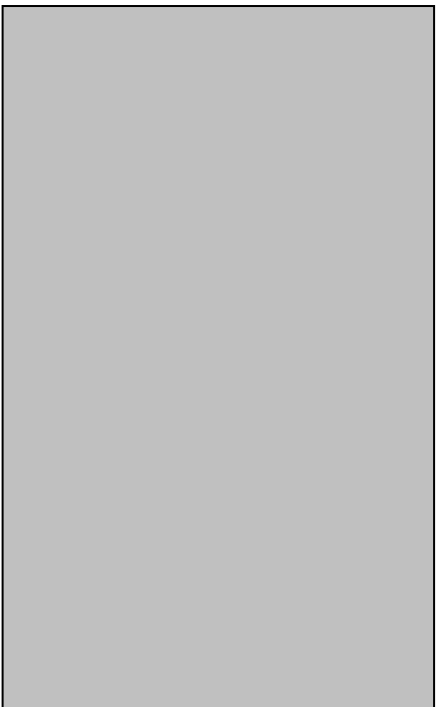
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

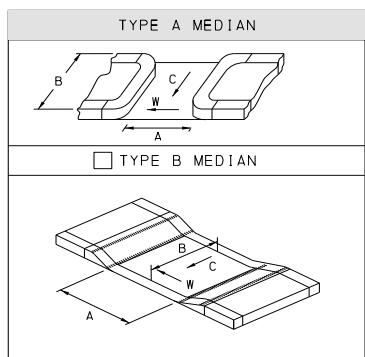
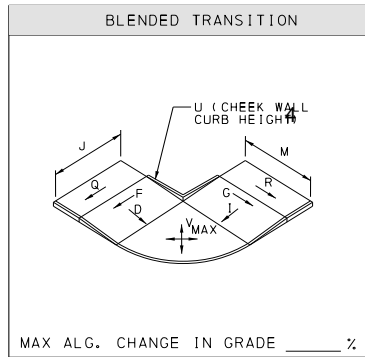
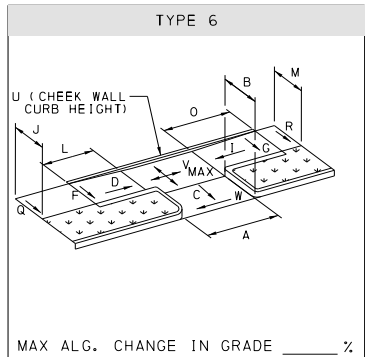
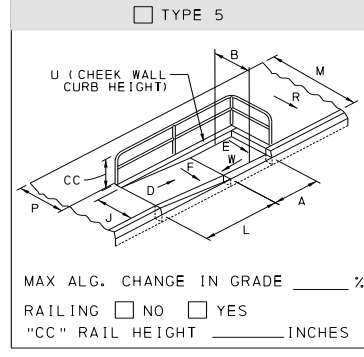
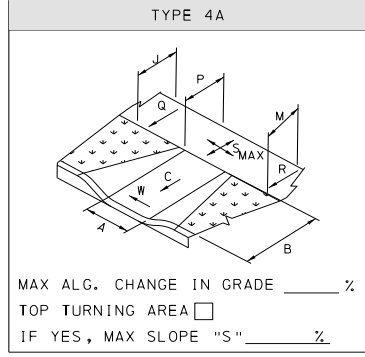
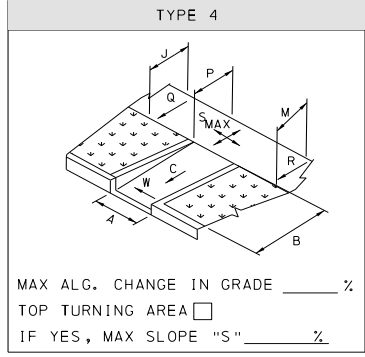
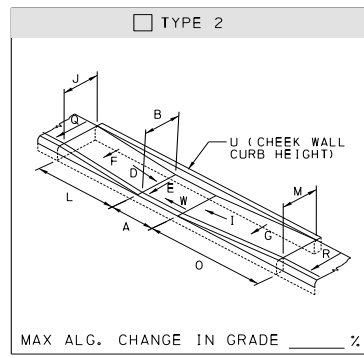
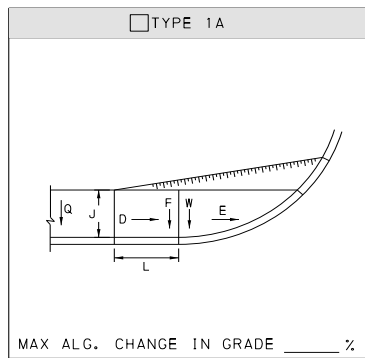
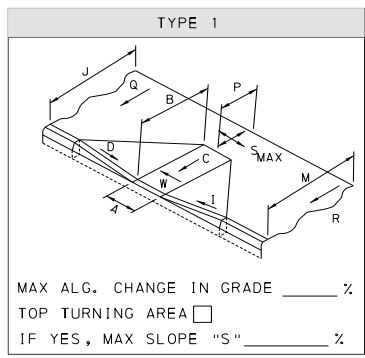


ri pin Street and lei Street - Ramp

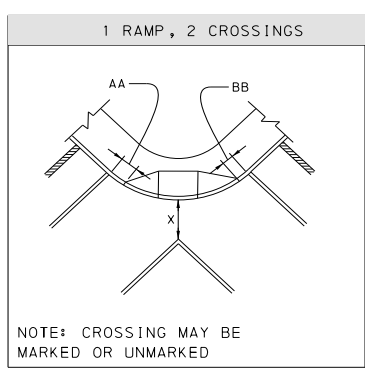
*Date of Investigation (yyyy mm dd)	2022	04	13
Field Investigators 1	Harmony Bernhauser		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	6.50	%	
Cross Slope in Front of Ramp (Road Profile)	0.20	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088-G	Alg Δ Grade	10.2 %
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Crispin	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Bleigh	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Crispin	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Bleigh	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-BleighAve-CrispinSt-BleighAve-2022-04-13-12-Type1
* Status	Current
Level of Service	Meets RC-67M



- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"



"0.00" inches or %		
*	A	50 (IN)
*	B	67 (IN)
*	C	3.70 (%)
*	D	4.70 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.20 (%)
*	J	58 (IN)
*	K	(IN)
*	L	(IN)
*	M	92 (IN)
*	N	(IN)
*	O	(IN)
*	P	74 (IN)
*	Q	2.70 (%)
*	R	4.30 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



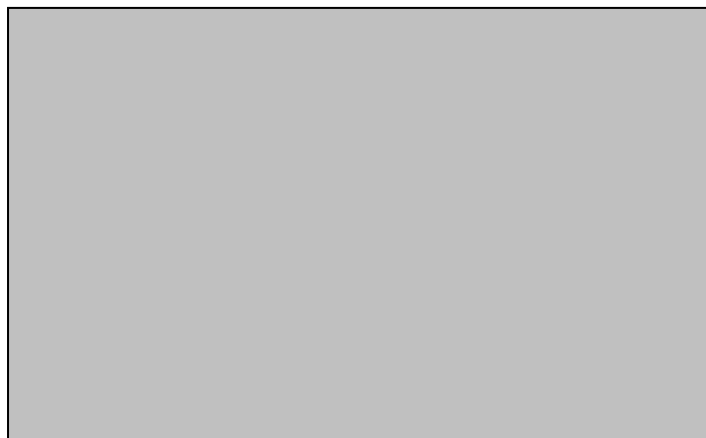
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



**Crispin Street and Chippendale Street -
Ramp 2 of 2**

*Date of Investigation (yyyy mm dd)	2022	09	08	
Field Investigators 1	Harmony Bernhauser			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.30	%		
Cross Slope in Front of Ramp (Road Profile)	1.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	7.3	%
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)	12			
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Chippendale	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Chippendale	(segment)	(offset)	
*West Leg Desc.	Ave			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-ChippendaleAve-CrispinSt-ChippendaleAve-2022-09-08-12-Type1
* Status	Current
Level of Service	Meets RC-67M

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

Shelmire Ave
 MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	40 (IN)
*	C	6.00 (%)
*	D	7.40 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.60 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	5.50 (%)
*	R	2.00 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Meridian Street - Ramp 12

*Date of Investigation (yyyy mm dd)	2020	10	14	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.60	%		
Cross Slope in Front of Ramp (Road Profile)	4.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	11.2	%
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)	12			
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Meridian	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Meridian	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A			
Asset # (auto)	C-06-101-60000-CrispinSt-MeridianSt-CrispinSt-MeridianSt-2020-10-14-12-Type1			
* Status	Current			
Level of Service	Meets RC-67M			

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	7.20 (%)
*	D	8.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.50 (%)
*	J	60 (IN)
*	K	(IN)
*	L	(IN)
*	M	60 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	1.70 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

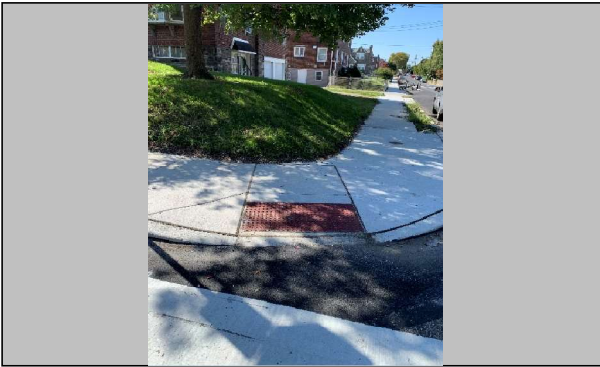
(insert comments below)



Insert Picture 1



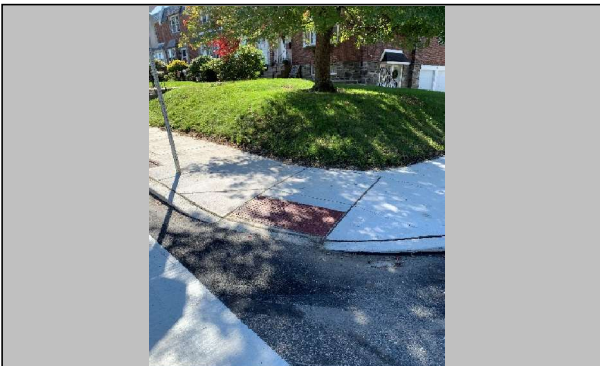
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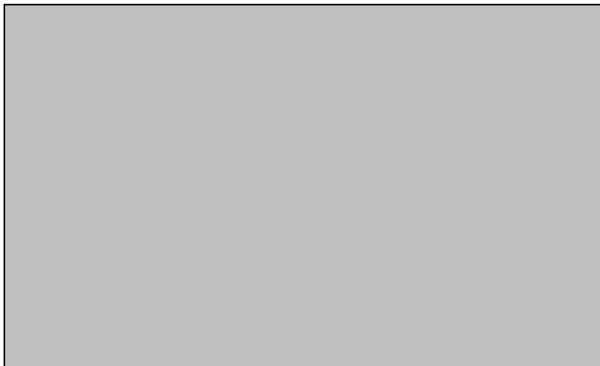
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Rowland Avenue and Bleigh Street - Ramp 12

*Date of Investigation (yyyy mm dd)	2020	10	14	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.00	%		
Cross Slope in Front of Ramp (Road Profile)	0.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	5.8	%
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)	12			
*Curb Ramp Type	Type 1			
*North Leg	Rowland	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Bleigh	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Rowland	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg		(segment)	(offset)	
*West Leg Desc.				

Northbound

Accessible Push Buttons	N/A			
Asset # (auto)	C-06-101-60000-RowlandAve-BleighSt-RowlandAve-2020-10-14-12-Type1			
* Status	Current			
Level of Service	Meets RC-67M			

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	4.80 (%)
*	D	6.80 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.80 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	1.50 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



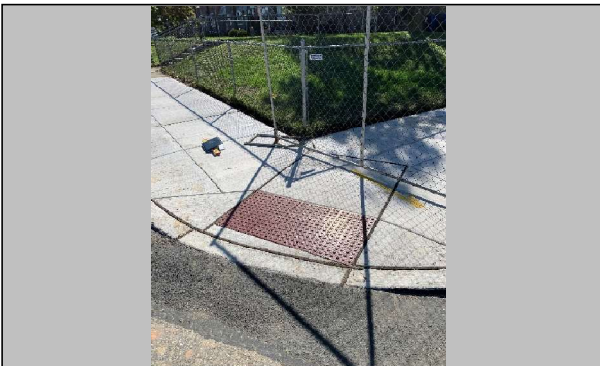
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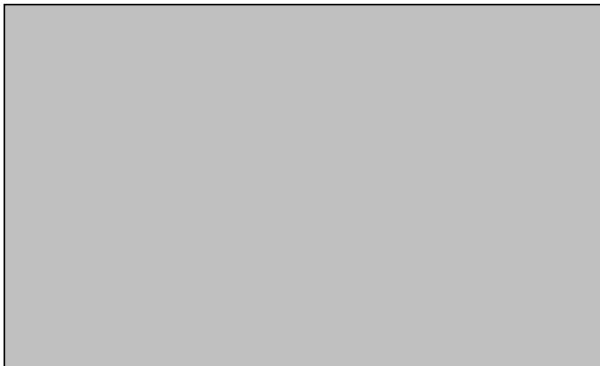
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Rowland Avenue and Bleigh Street - Ramp A

*Date of Investigation (yyyy mm dd)	2021	04	22	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	4.10	%		
Cross Slope in Front of Ramp (Road Profile)	0.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	11.4	%
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)	09			
*Curb Ramp Type	Type 1			
*North Leg	Rowland	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Bleigh	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Rowland	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg		(segment)	(offset)	
*West Leg Desc.				

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RowlandAve-BleighAve-RowlandAve-2021-04-22-9-Type1
* Status	Current
Level of Service	Meets RC-67M

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	55 (IN)
*	C	7.30 (%)
*	D	4.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.20 (%)
*	J	57 (IN)
*	K	(IN)
*	L	(IN)
*	M	86 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.60 (%)
*	R	1.70 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



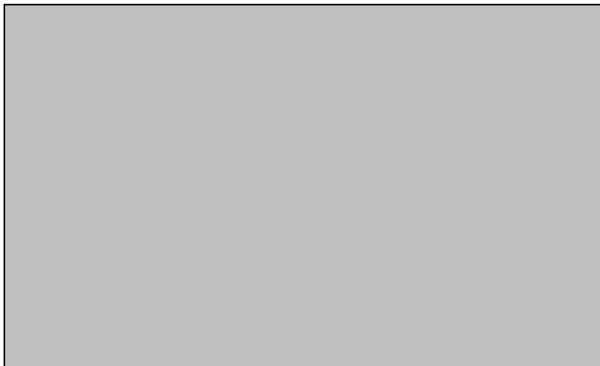
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Insert Picture 5



Insert Picture 3



Insert Picture 6



Rowland Avenue and Ryan Street - Ramp 2

*Date of Investigation (yyyy mm dd)	2020	10	14	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	5.00	%		
Cross Slope in Front of Ramp (Road Profile)	1.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	10.1	%
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)				04
*Curb Ramp Type	Type 1			
*North Leg	Rowland	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Ryan	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Rowland	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	Ryan	(segment)	(offset)	
*West Leg Desc.	Ave			

Northbound

Accessible Push Buttons	N/A			
Asset # (auto)	C-06-101-60000-RowlandAve-RyanAve-RowlandAve-RyanAve-2020-10-14-4-Type1			
* Status	Current			
Level of Service	Meets RC-67M			

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	4.90 (%)
*	D	8.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.40 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	1.50 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



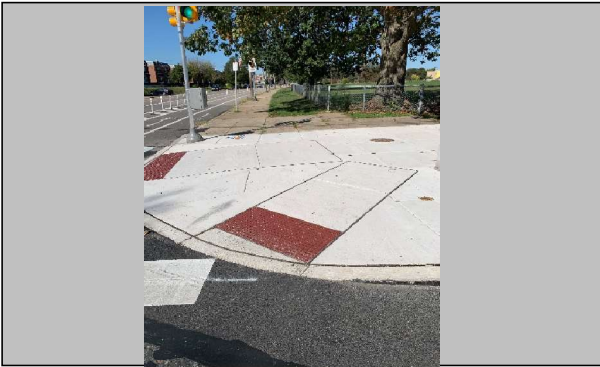
Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Rowland Avenue and Ryan Street - Ramp 1

*Date of Investigation (yyyy mm dd)	2020	10	14	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	5.00	%		
Cross Slope in Front of Ramp (Road Profile)	0.50	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	12.6	%
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)				02
*Curb Ramp Type	Type 1			
*North Leg	Rowland	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Ryan	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Rowland	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	Ryan	(segment)	(offset)	
*West Leg Desc.	Ave			

Accessible Push Buttons	N/A			
Asset # (auto)	C-06-101-60000-RowlandAve-RyanAve-RowlandAve-RyanAve-2020-10-14-2-Type1			
* Status	Current			
Level of Service	Meets RC-67M			

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	7.40 (%)
*	D	5.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.60 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	60 (IN)
*	Q	1.50 (%)
*	R	1.50 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

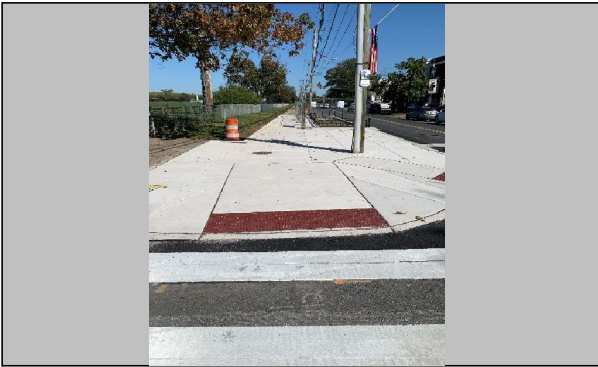
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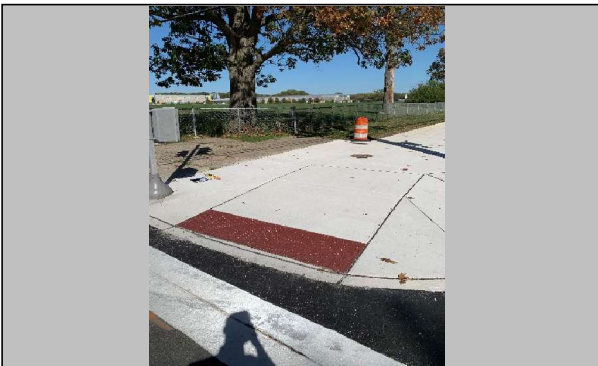
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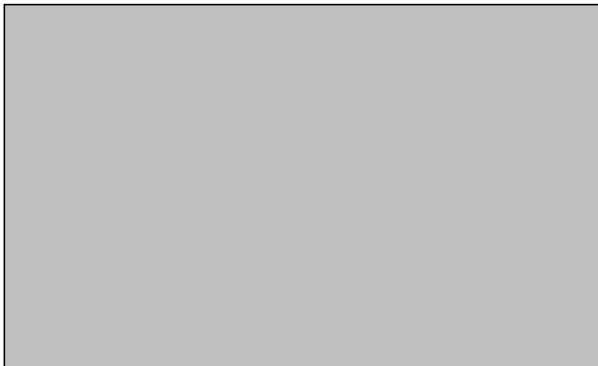
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Insert Picture 5



Insert Picture 3



Insert Picture 6

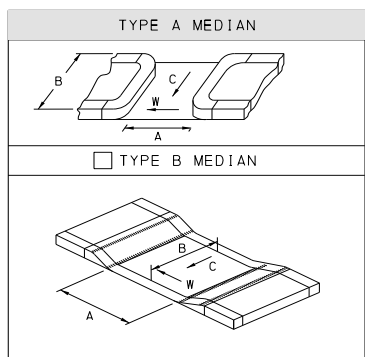
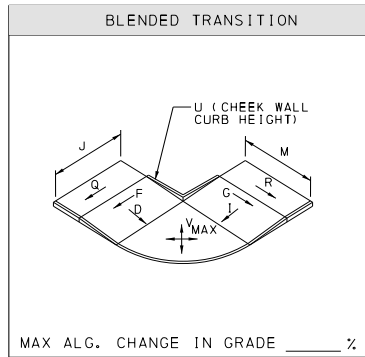
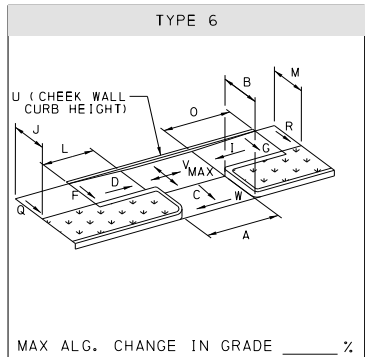
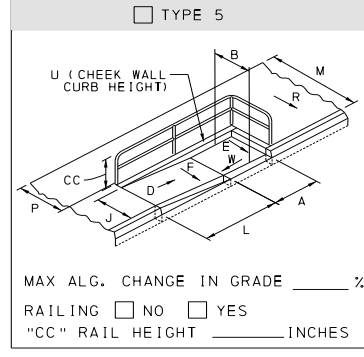
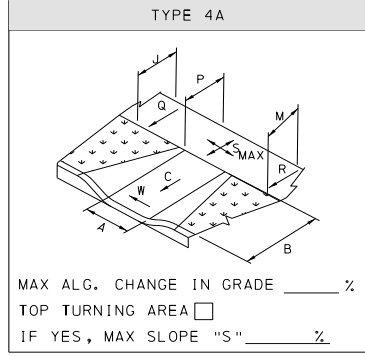
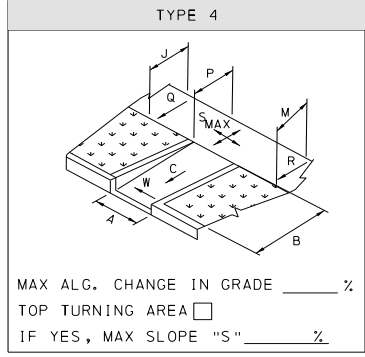
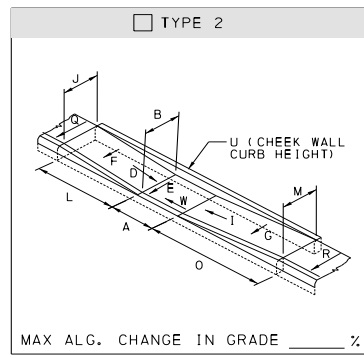
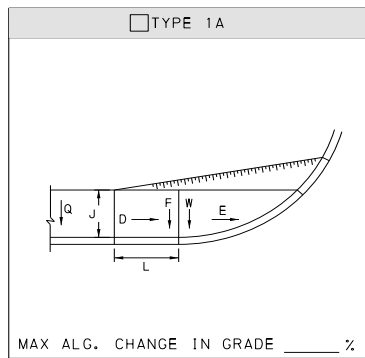
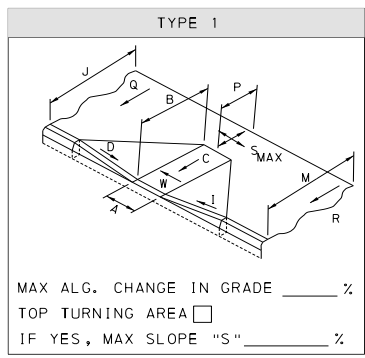


Crispin Street and Aldine Street - Ramp

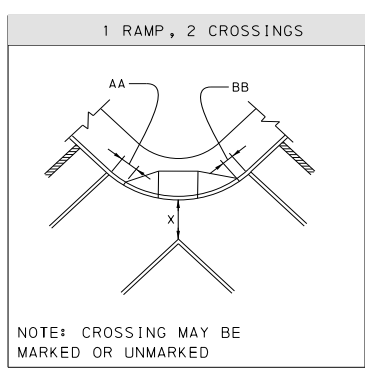
*Date of Investigation (yyyy mm dd)	2022	04	22	
Field Investigators 1	Harmony Bernhauser			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	4.00	%		
Cross Slope in Front of Ramp (Road Profile)	0.50	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	11.8	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	09			
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Aldine	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Aldine	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-AldineSt-CrispinSt-AldineSt-2022-04-22-9-Type1
* Status	Current
Level of Service	Meets RC-67M



- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"



"0.00" inches or %		
*	A	48 (IN)
*	B	24 (IN)
*	C	7.80 (%)
*	D	8.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.40 (%)
*	J	99 (IN)
*	K	(IN)
*	L	(IN)
*	M	76 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.90 (%)
*	R	1.90 (%)
*	S	1.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Crispin Street and Tudor Street - Ramp 1 of

*Date of Investigation (yyyy mm dd)	2022	09	08	
Field Investigators 1	Harmony Bernhauser			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes		Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.90		%	
Cross Slope in Front of Ramp (Road Profile)	1.60		%	
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	6.7	%
Intersection Ramp # of #	1	4		
*Ramp Location (Use Figure Below)			07	
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Tudor	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Tudor	(segment)	(offset)	
*West Leg Desc.	St			
Accessible Push Buttons	N/A			
Asset # (auto)	C-06-101-60000-CrispinSt-TudorSt-CrispinSt-TudorSt-2022-09-08-7-Type1			
* Status	Current			
Level of Service	Meets RC-67M			

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

Shelmire Ave
 MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	52 (IN)
*	B	102 (IN)
*	C	3.80 (%)
*	D	0.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.80 (%)
*	J	64 (IN)
*	K	(IN)
*	L	(IN)
*	M	92 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.00 (%)
*	R	1.80 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

Crispin Street and Shelmire Avenue - Ramp 07

Crispin Street and Tudor Street - Ramp 1 of 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

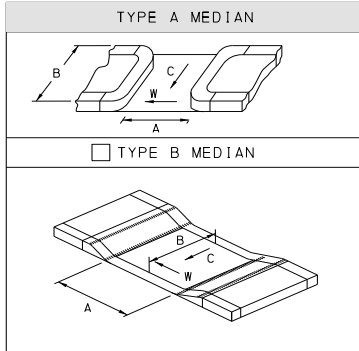
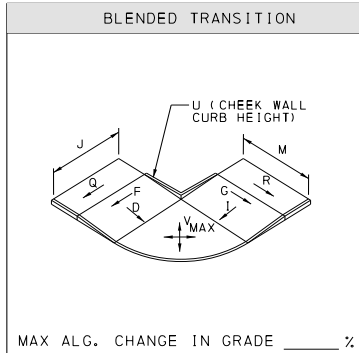
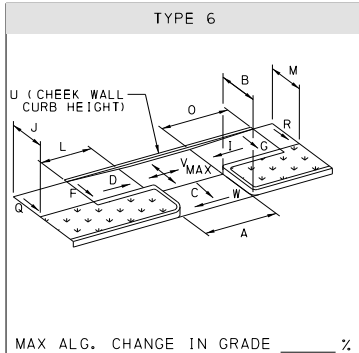
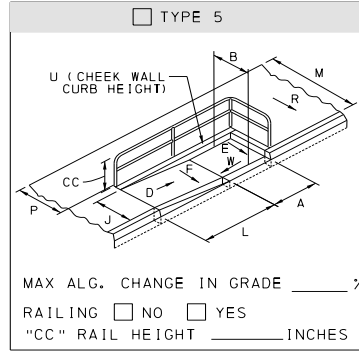
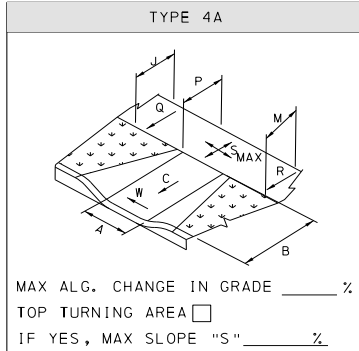
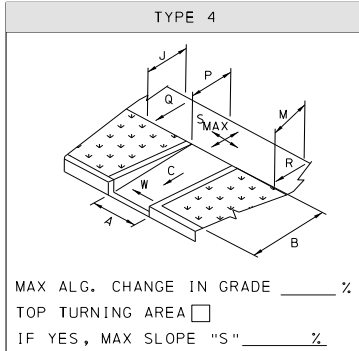
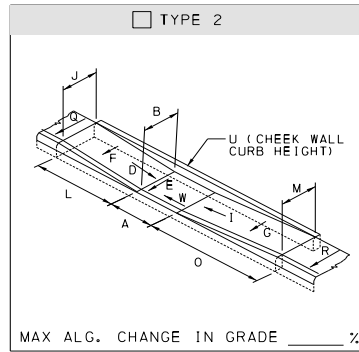
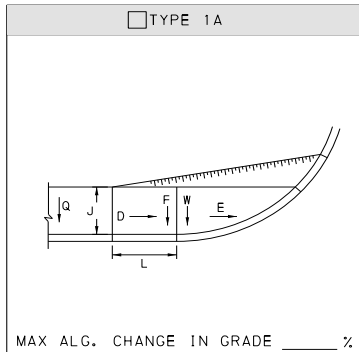
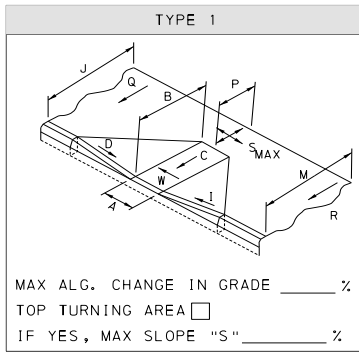


Crispin Street and Tudor Street - Ramp 12

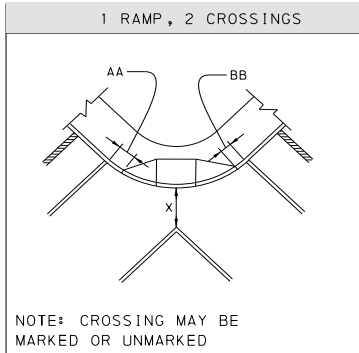
*Date of Investigation (yyyy mm dd)	2022	04	22	
Field Investigators 1	Harmony Bernhauser			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	3.40	%		
Cross Slope in Front of Ramp (Road Profile)	1.10	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	7.6	%
Intersection Ramp # of #	3	4		
*Ramp Location (Use Figure Below)			12	
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Tudor	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Tudor	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-TudorSt-CrispinSt-TudorSt-2022-04-22-12-Type1
* Status	Current
Level of Service	Meets RC-67M



- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"



"0.00" inches or %		
*	A	48 (IN)
*	B	24 (IN)
*	C	4.20 (%)
*	D	5.60 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.10 (%)
*	J	85 (IN)
*	K	(IN)
*	L	(IN)
*	M	55 (IN)
*	N	(IN)
*	O	(IN)
*	P	55 (IN)
*	Q	1.00 (%)
*	R	2.00 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



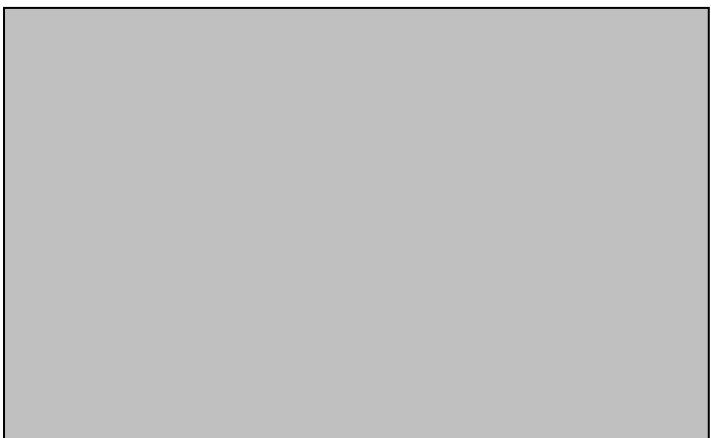
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

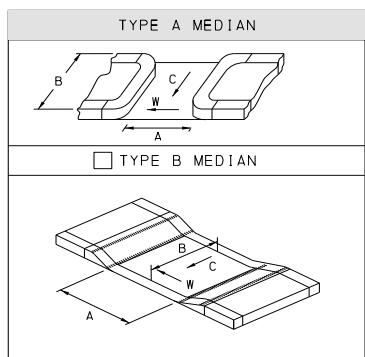
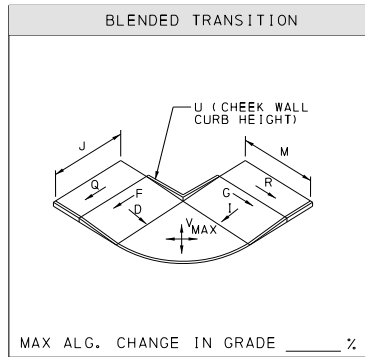
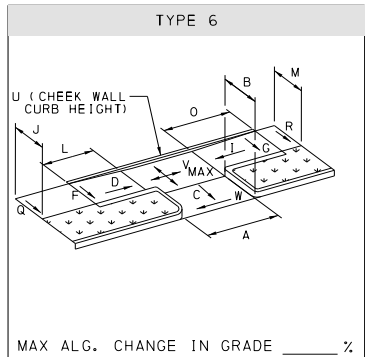
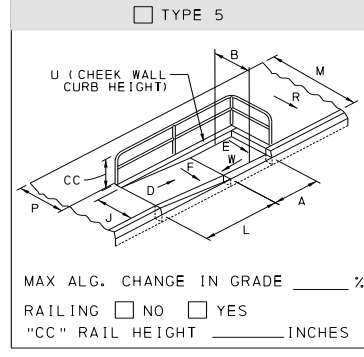
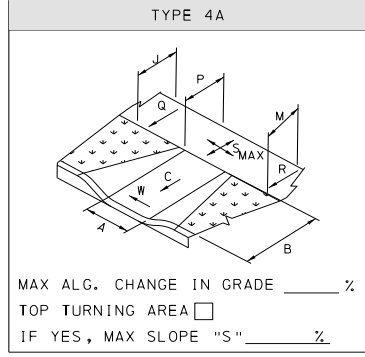
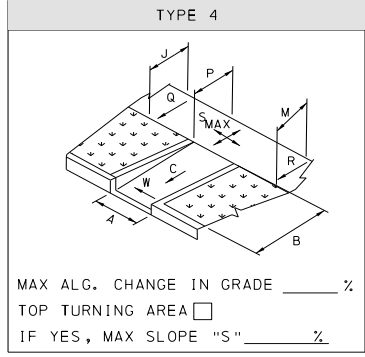
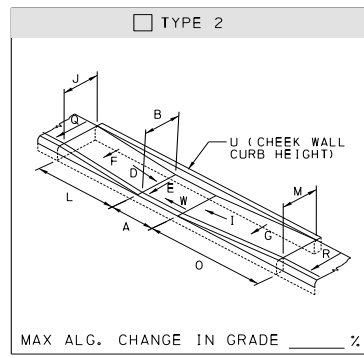
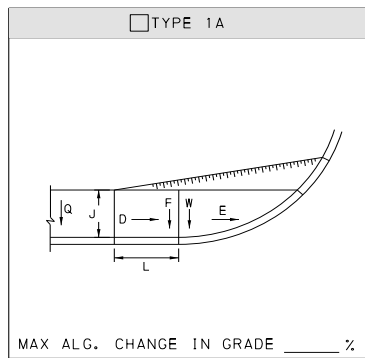
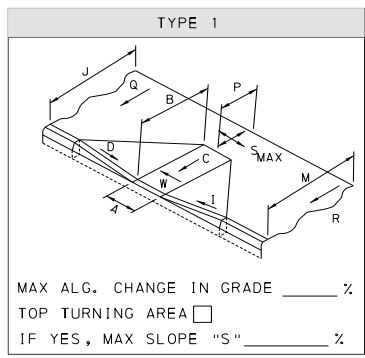


ri pin Street and udor Street - Ramp 1

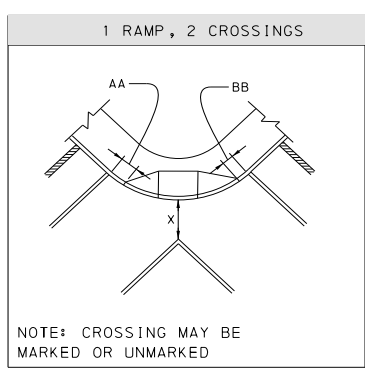
*Date of Investigation (yyyy mm dd)	2022	04	22	
Field Investigators 1	Harmony Bernhauser			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	4.20	%		
Cross Slope in Front of Ramp (Road Profile)	1.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	12.0	%
Intersection Ramp # of #	4	4		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg	Crispin	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Tudor	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Crispin	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Tudor	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CrispinSt-TudorSt-CrispinSt-TudorSt-2022-04-22-14-Type1
* Status	Current
Level of Service	Meets RC-67M



- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"



"0.00" inches or %		
*	A	48 (IN)
*	B	24 (IN)
*	C	7.80 (%)
*	D	3.40 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.50 (%)
*	J	85 (IN)
*	K	(IN)
*	L	(IN)
*	M	55 (IN)
*	N	(IN)
*	O	(IN)
*	P	62 (IN)
*	Q	1.00 (%)
*	R	2.00 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



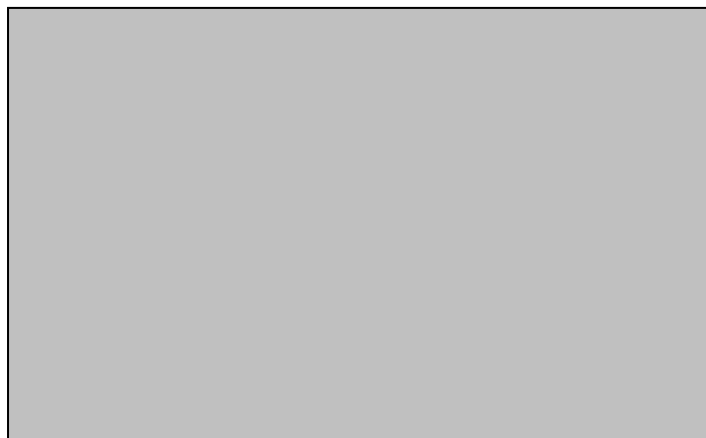
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Rowland Avenue and Tudor Street - Ramp B

*Date of Investigation (yyyy mm dd)	2021	04	22	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.50	%		
Cross Slope in Front of Ramp (Road Profile)	0.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	6.8	%
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)	12			
*Curb Ramp Type	Type 1			
*North Leg	Rowland	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Tudor	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Rowland	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg		(segment)	(offset)	
*West Leg Desc.				

Northbound

Accessible Push Buttons	N/A		
Asset # (auto)	C-06-101-60000-RowlandAve-TudorSt-RowlandAve-2021-04-22-12-Type1		
* Status	Current		
Level of Service	Meets RC-67M		

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	67 (IN)
*	C	5.30 (%)
*	D	7.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.90 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.00 (%)
*	R	2.00 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Rowland Avenue and Tudor Street - Ramp A

*Date of Investigation (yyyy mm dd)	2021	04	22	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	-3.10	%		
Cross Slope in Front of Ramp (Road Profile)	0.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	4.0	%
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)	09			
*Curb Ramp Type	Type 1			
*North Leg	Rowland	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Tudor	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Rowland	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg		(segment)	(offset)	
*West Leg Desc.				

Accessible Push Buttons	N/A			
Asset # (auto)	C-06-101-60000-RowlandAve-TudorSt-RowlandAve-2021-04-22-9-Type1			
* Status	Current			
Level of Service	Meets RC-67M			

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	33 (IN)
*	C	7.10 (%)
*	D	4.10 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.80 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.00 (%)
*	R	2.00 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



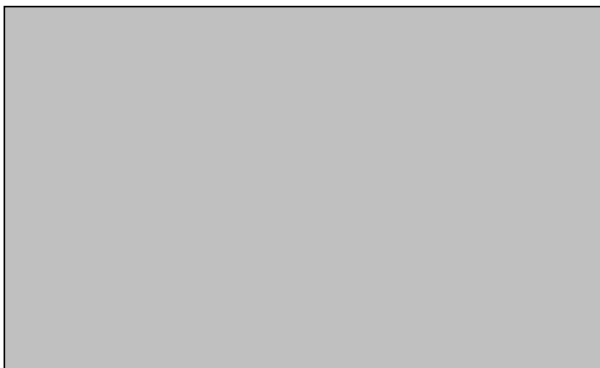
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Rowland Avenue and Tudor Street - Ramp A

*Date of Investigation (yyyy mm dd)	2021	04	22	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	-3.10	%		
Cross Slope in Front of Ramp (Road Profile)	0.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	S-50088-G	Alg Δ Grade	4.0	%
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)	09			
*Curb Ramp Type	Type 1			
*North Leg	Rowland	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Tudor	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Rowland	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg		(segment)	(offset)	
*West Leg Desc.				

Northbound

Accessible Push Buttons	N/A			
Asset # (auto)	C-06-101-60000-RowlandAve-TudorSt-RowlandAve-2021-04-22-9-Type1			
* Status	Current			
Level of Service	Meets RC-67M			

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	33 (IN)
*	C	7.10 (%)
*	D	4.10 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.80 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.00 (%)
*	R	2.00 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



Insert Picture 4



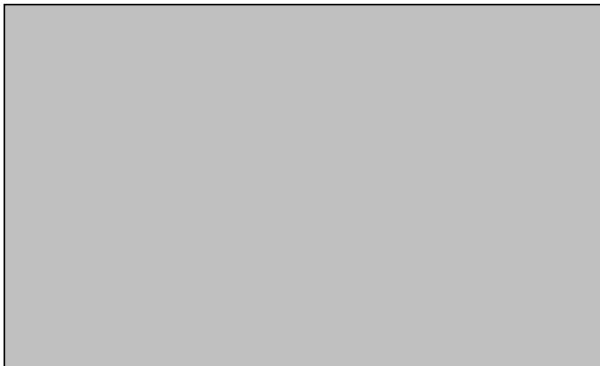
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Rowland Avenue and Tudor Street - Ramp 9

*Date of Investigation (yyyy mm dd)	2020	10	14
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.20	%	
Cross Slope in Front of Ramp (Road Profile)	1.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	S-50088-G	Alg Δ Grade	3.1 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Rowland	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Tudor	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Rowland	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg		(segment)	(offset)
*West Leg Desc.			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RowlandAve-TudorSt-RowlandAve-2020-10-14-9-Type1
* Status	Current
Level of Service	Meets RC-67M

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	7.30 (%)
*	D	4.50 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.40 (%)
*	J	56 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.70 (%)
*	R	1.60 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)



Insert Picture 1



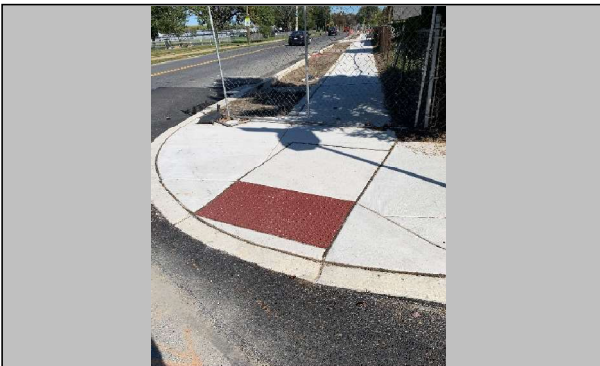
Insert Picture 4



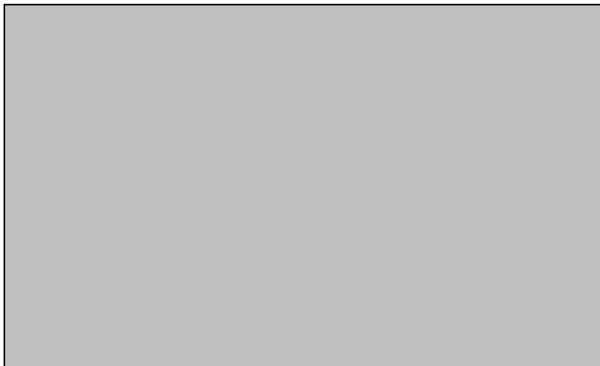
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	05	13
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.60	%	
Cross Slope in Front of Ramp (Road Profile)	0.70	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	6.4	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	Lambert	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Porter	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Lambert	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Porter	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-LambertSt-PorterSt-LambertSt-PorterSt-2022-05-13--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #e0e0e0;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>56 (IN)</td></tr> <tr><td>*</td><td>C</td><td>5.80 (%)</td></tr> <tr><td>*</td><td>D</td><td>9.90 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>9.60 (%)</td></tr> <tr><td>*</td><td>J</td><td>80 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>96 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>3.75 (%)</td></tr> <tr><td>*</td><td>R</td><td>4.65 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48 (IN)	*	B	56 (IN)	*	C	5.80 (%)	*	D	9.90 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	9.60 (%)	*	J	80 (IN)	*	K	(IN)	*	L	(IN)	*	M	96 (IN)	*	N	(IN)	*	O	(IN)	*	P	48 (IN)	*	Q	3.75 (%)	*	R	4.65 (%)	*	S	1.60 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.40 (%)	*	X	(IN)	*	Y	(IN)	*	YY	(IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																		

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



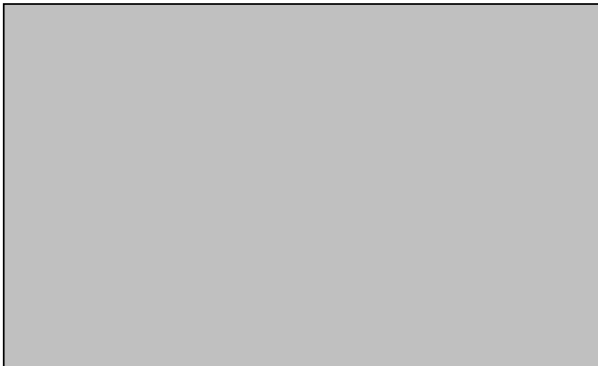
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	11
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-10.80	%	
Cross Slope in Front of Ramp (Road Profile)	2.70	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	4.5	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	0013	(segment)	(offset)
*North Leg Desc.	SR	0120	1210
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg	0013	(segment)	(offset)
*South Leg Desc.	SR	0120	1210
*West Leg	Cumberland	(segment)	(offset)
*West Leg Desc.	Drive		

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-0013SR-0013SR-CumberlandDrive-2022-04-11--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	112 (IN)
*	C	6.30 (%)
*	D	8.30 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.20 (%)
*	J	113 (IN)
*	K	(IN)
*	L	(IN)
*	M	223 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	3.67 (%)
*	R	3.77 (%)
*	S	1.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	11
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-0.30	%	
Cross Slope in Front of Ramp (Road Profile)	0.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	6.2	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	Greenland	(segment)	(offset)
*North Leg Desc.	Dr		
*East Leg	Dauphin	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Greenland	(segment)	(offset)
*South Leg Desc.	Dr		
*West Leg	Dauphin	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-GreenlandDr-DauphinSt-GreenlandDr-DauphinSt-2022-04-11--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

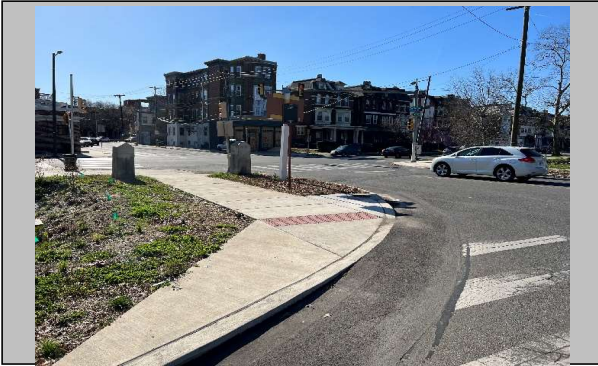
1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	96 (IN)
*	B	124 (IN)
*	C	2.90 (%)
*	D	2.70 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	1.10 (%)
*	J	84 (IN)
*	K	(IN)
*	L	(IN)
*	M	84 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.30 (%)
*	R	2.30 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



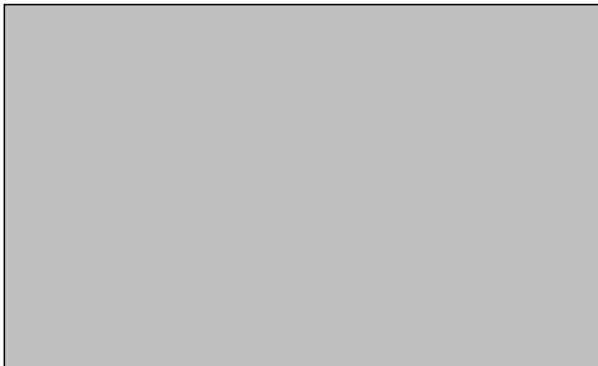
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	11
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.40	%	
Cross Slope in Front of Ramp (Road Profile)	1.20	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	9.1	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	0013	(segment)	(offset)
*North Leg Desc.	SR	0120	1455
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg	0013	(segment)	(offset)
*South Leg Desc.	SR	0120	1455
*West Leg	Huntingdon	(segment)	(offset)
*West Leg Desc.	Drive		

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-0013SR-0013SR-HuntingdonDrive-2022-04-11--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>112 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.70 (%)</td></tr> <tr><td>*</td><td>D</td><td>4.90 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>7.40 (%)</td></tr> <tr><td>*</td><td>J</td><td>113 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>223 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.26 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.47 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.80 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48 (IN)	*	B	112 (IN)	*	C	6.70 (%)	*	D	4.90 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	7.40 (%)	*	J	113 (IN)	*	K	(IN)	*	L	(IN)	*	M	223 (IN)	*	N	(IN)	*	O	(IN)	*	P	48 (IN)	*	Q	2.26 (%)	*	R	1.47 (%)	*	S	1.40 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.80 (%)	*	X	(IN)	*	Y	(IN)	*	YY	(IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																		

See the last tab of this workbook for instructions



Insert Picture 1



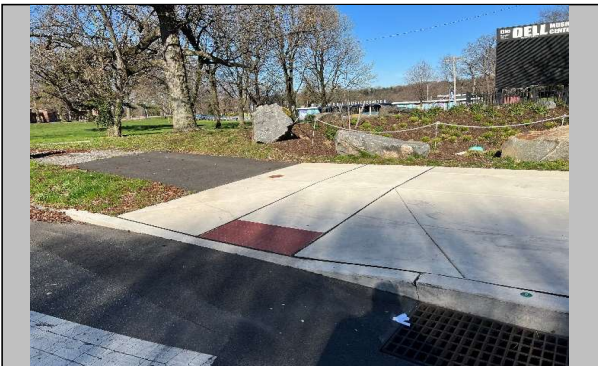
Insert Picture 4



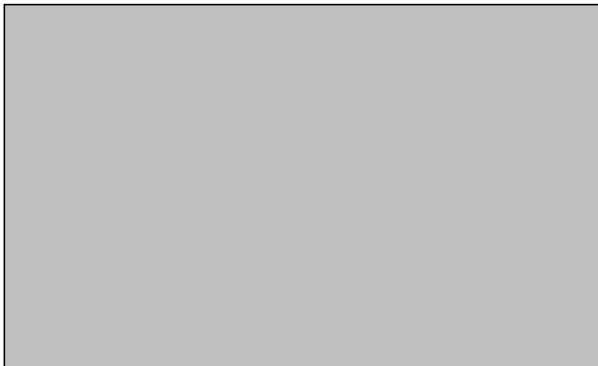
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.75	%	
Cross Slope in Front of Ramp (Road Profile)	1.82	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Bennington	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Bennington	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-BenningtonSt-BinghamSt-BenningtonSt-2021-05-25-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	50 (IN)
*	B	27 (IN)
*	C	4.57 (%)
*	D	8.78 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.52 (%)
*	J	73 (IN)
*	K	(IN)
*	L	(IN)
*	M	101 (IN)
*	N	(IN)
*	O	(IN)
*	P	58 (IN)
*	Q	1.11 (%)
*	R	1.12 (%)
*	S	0.82 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



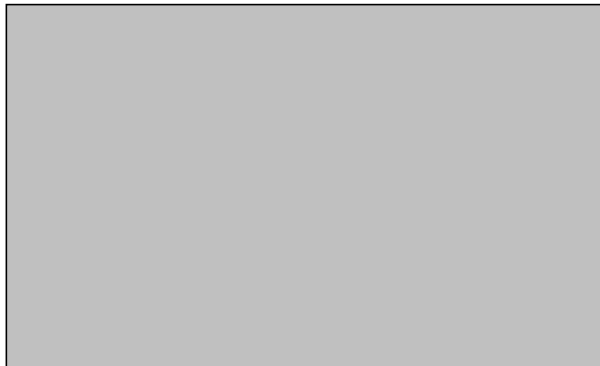
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Alcott	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Alcott	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-AlcottSt-BinghamSt-AlcottSt-2021-05-25-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	23 (IN)
*	C	3.55 (%)
*	D	3.97 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	9.29 (%)
*	J	113 (IN)
*	K	(IN)
*	L	(IN)
*	M	99 (IN)
*	N	(IN)
*	O	(IN)
*	P	76 (IN)
*	Q	1.70 (%)
*	R	1.08 (%)
*	S	1.32 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.97 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



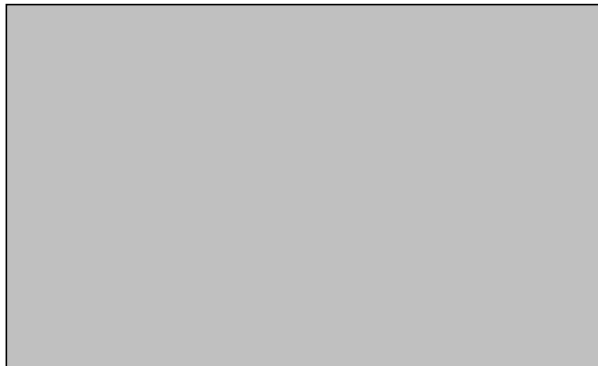
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Alcott	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Alcott	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-AlcottSt-BinghamSt-AlcottSt-2021-05-25-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	51 (IN)
*	B	22 (IN)
*	C	7.10 (%)
*	D	6.21 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.02 (%)
*	J	89 (IN)
*	K	(IN)
*	L	(IN)
*	M	154 (IN)
*	N	(IN)
*	O	(IN)
*	P	64 (IN)
*	Q	1.95 (%)
*	R	1.84 (%)
*	S	0.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.87 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



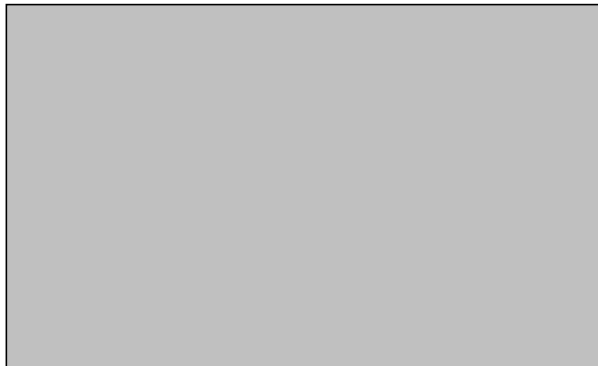
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Anchor	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Anchor	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-AnchorSt-BinghamSt-AnchorAve-2021-05-25-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	50 (IN)
*	B	34 (IN)
*	C	1.39 (%)
*	D	8.62 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.97 (%)
*	J	107 (IN)
*	K	(IN)
*	L	(IN)
*	M	98 (IN)
*	N	(IN)
*	O	(IN)
*	P	70 (IN)
*	Q	1.98 (%)
*	R	0.82 (%)
*	S	0.35 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.79 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



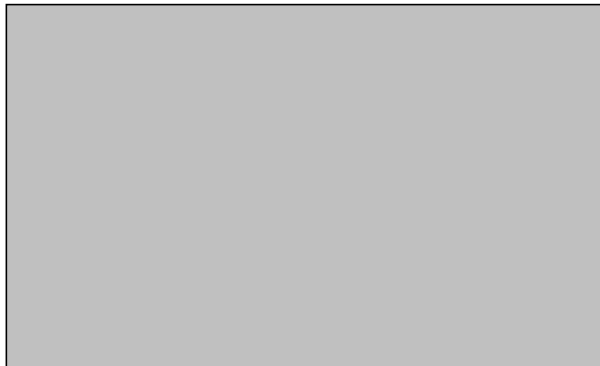
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Anchor	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Anchor	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-AnchorSt-BinghamSt-AnchorSt-2021-05-25-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	44 (IN)
*	C	2.16 (%)
*	D	2.22 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.08 (%)
*	J	52 (IN)
*	K	(IN)
*	L	(IN)
*	M	57 (IN)
*	N	(IN)
*	O	(IN)
*	P	64 (IN)
*	Q	0.92 (%)
*	R	1.17 (%)
*	S	0.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



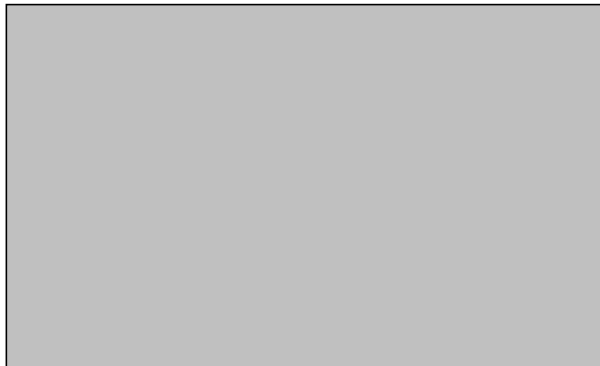
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Carver	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Carver	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-CarverSt-BinghamSt-CarverSt-2021-05-25-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	41 (IN)
*	C	6.92 (%)
*	D	6.70 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.31 (%)
*	J	111 (IN)
*	K	(IN)
*	L	(IN)
*	M	98 (IN)
*	N	(IN)
*	O	(IN)
*	P	64 (IN)
*	Q	1.31 (%)
*	R	2.24 (%)
*	S	0.87 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.04 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



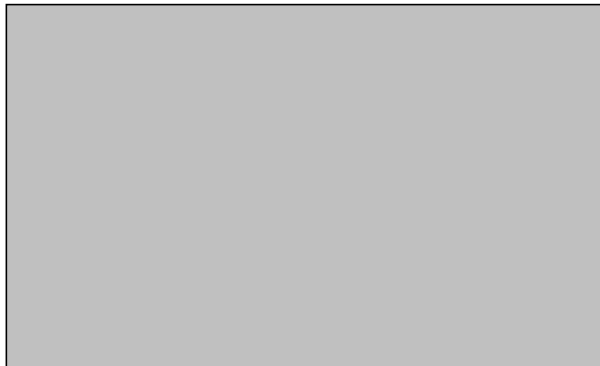
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Carver	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Carver	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-CarverSt-BinghamSt-CarverSt-2021-05-25-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	56 (IN)
*	B	72 (IN)
*	C	3.44 (%)
*	D	4.03 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.88 (%)
*	J	117 (IN)
*	K	(IN)
*	L	(IN)
*	M	76 (IN)
*	N	(IN)
*	O	(IN)
*	P	85 (IN)
*	Q	0.85 (%)
*	R	2.00 (%)
*	S	1.89 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.29 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



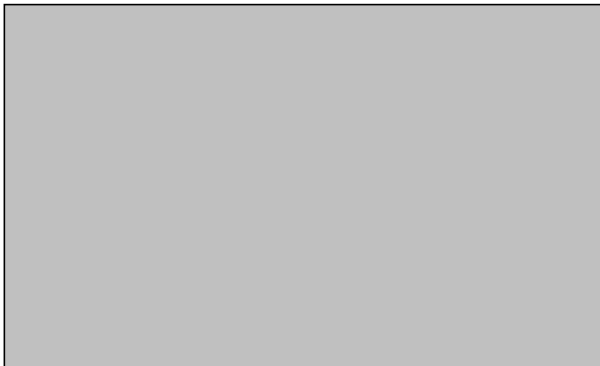
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.53	%	
Cross Slope in Front of Ramp (Road Profile)	0.22	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Cheltenham	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Cheltenham	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-CheltenhamAve-BinghamSt-CheltenhamAve-2021-05-25-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	60 (IN)
*	C	5.80 (%)
*	D	2.69 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.56 (%)
*	J	81 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.51 (%)
*	R	2.33 (%)
*	S	0.39 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.03 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



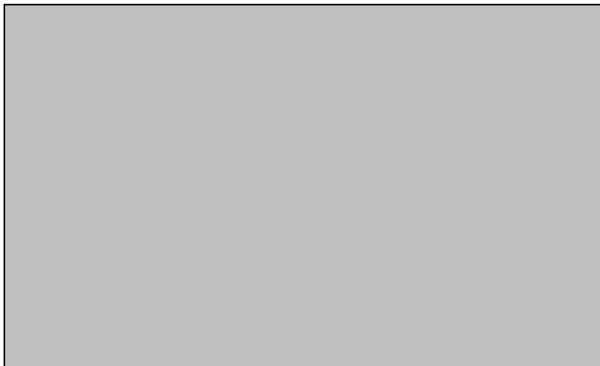
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Cheltenham	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Cheltenham	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-CheltenhamAve-BinghamSt-CheltenhamAve-2021-05-25-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	55 (IN)
*	B	19 (IN)
*	C	5.37 (%)
*	D	2.68 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.38 (%)
*	J	48 (IN)
*	K	(IN)
*	L	(IN)
*	M	94 (IN)
*	N	(IN)
*	O	(IN)
*	P	64 (IN)
*	Q	3.80 (%)
*	R	3.23 (%)
*	S	0.39 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.98 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

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See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



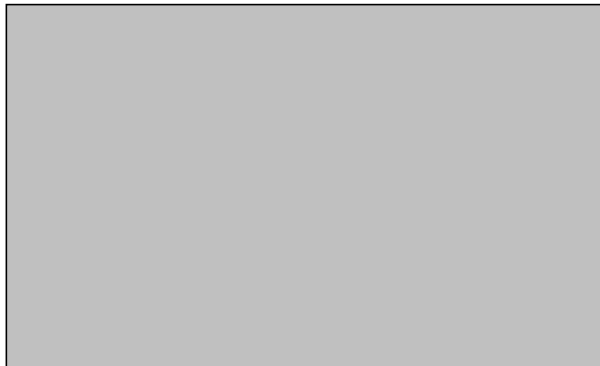
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Rosalie	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Rosalie	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-RosalieSt-BinghamSt-RosalieAve-2021-05-25-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	37 (IN)
*	C	0.67 (%)
*	D	4.44 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.11 (%)
*	J	100 (IN)
*	K	(IN)
*	L	(IN)
*	M	99 (IN)
*	N	(IN)
*	O	(IN)
*	P	65 (IN)
*	Q	1.84 (%)
*	R	1.37 (%)
*	S	0.47 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.14 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



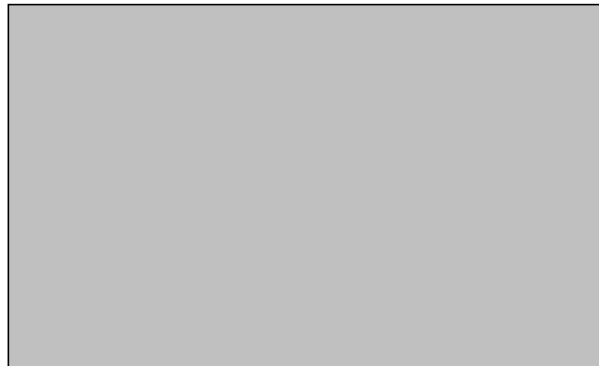
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Rosalie	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Rosalie	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-RosalieSt-BinghamSt-RosalieAve-2021-05-25-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	56 (IN)
*	B	28 (IN)
*	C	7.35 (%)
*	D	8.24 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.31 (%)
*	J	58 (IN)
*	K	(IN)
*	L	(IN)
*	M	120 (IN)
*	N	(IN)
*	O	(IN)
*	P	105 (IN)
*	Q	0.28 (%)
*	R	0.24 (%)
*	S	0.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.17 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



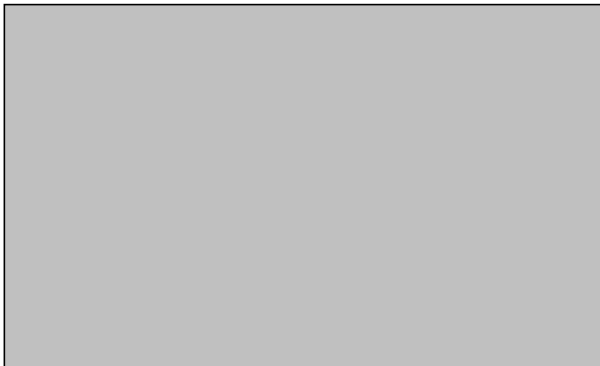
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Sanger	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Sanger	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-SangerSt-BinghamSt-SangerSt-2021-05-25-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	48 (IN)
*	C	3.16 (%)
*	D	10.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.44 (%)
*	J	102 (IN)
*	K	(IN)
*	L	(IN)
*	M	60 (IN)
*	N	(IN)
*	O	(IN)
*	P	55 (IN)
*	Q	1.91 (%)
*	R	1.57 (%)
*	S	0.41 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.31 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



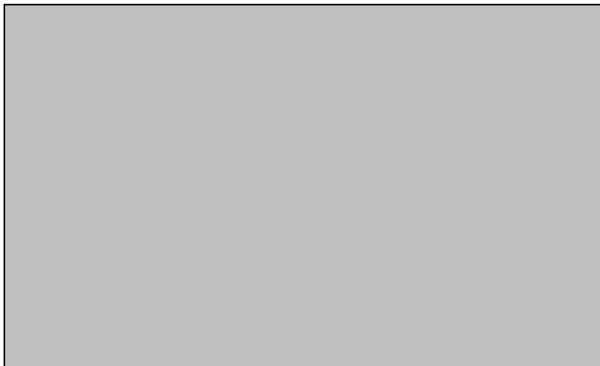
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Sanger	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Sanger	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-SangerSt-BinghamSt-SangerSt-2021-05-25-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	51 (IN)
*	B	48 (IN)
*	C	4.04 (%)
*	D	8.58 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.10 (%)
*	J	60 (IN)
*	K	(IN)
*	L	(IN)
*	M	92 (IN)
*	N	(IN)
*	O	(IN)
*	P	64 (IN)
*	Q	1.57 (%)
*	R	2.00 (%)
*	S	0.08 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.31 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



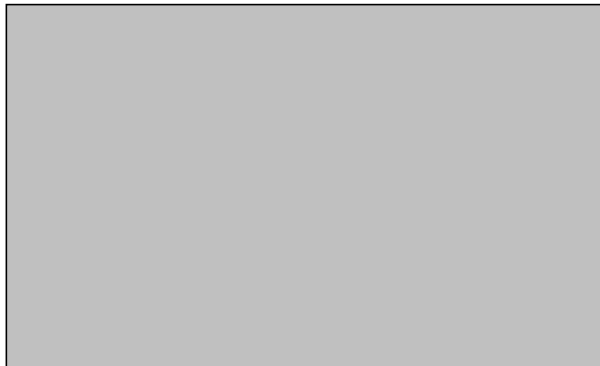
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Sanger	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Sanger	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-SangerSt-BinghamSt-SangerSt-2021-05-25-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	50 (IN)
*	B	40 (IN)
*	C	7.65 (%)
*	D	6.69 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.95 (%)
*	J	49 (IN)
*	K	(IN)
*	L	(IN)
*	M	109 (IN)
*	N	(IN)
*	O	(IN)
*	P	67 (IN)
*	Q	0.42 (%)
*	R	0.10 (%)
*	S	0.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



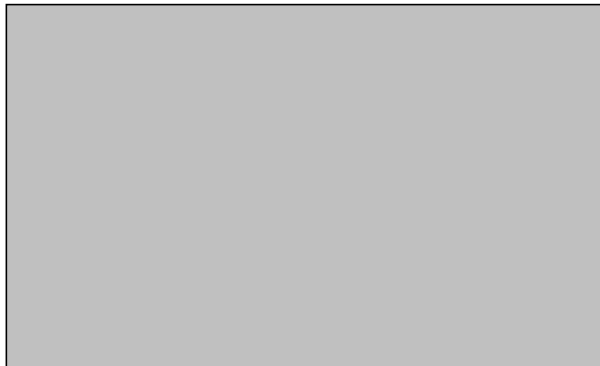
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Sanger	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Sanger	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-SangerSt-BinghamSt-SangerSt-2021-05-25-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	47 (IN)
*	C	7.71 (%)
*	D	6.12 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	9.98 (%)
*	J	119 (IN)
*	K	(IN)
*	L	(IN)
*	M	49 (IN)
*	N	(IN)
*	O	(IN)
*	P	67 (IN)
*	Q	1.85 (%)
*	R	0.42 (%)
*	S	0.55 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.99 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



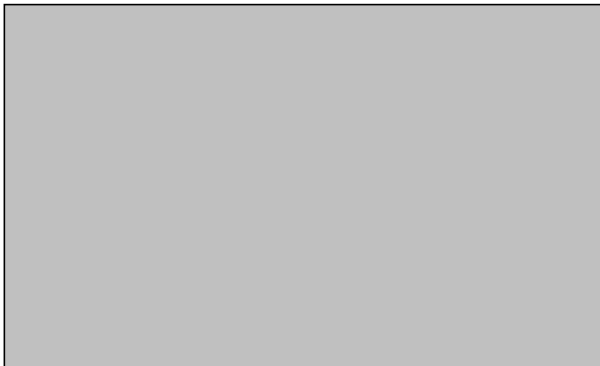
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Van Kirk	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Van Kirk	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-VanKirkSt-BinghamSt-VanKirkSt-2021-05-25-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	54 (IN)
*	B	99 (IN)
*	C	1.23 (%)
*	D	7.11 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.80 (%)
*	J	108 (IN)
*	K	(IN)
*	L	(IN)
*	M	61 (IN)
*	N	(IN)
*	O	(IN)
*	P	59 (IN)
*	Q	0.90 (%)
*	R	1.98 (%)
*	S	0.31 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.08 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



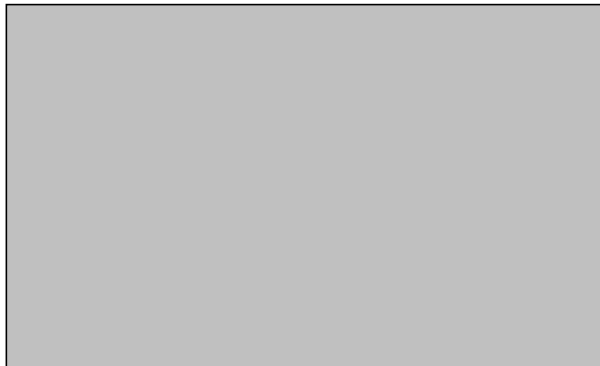
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Van Kirk	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Van Kirk	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-VanKirkSt-BinghamSt-VanKirkSt-2021-05-25-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	43 (IN)
*	C	7.72 (%)
*	D	8.48 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.48 (%)
*	J	61 (IN)
*	K	(IN)
*	L	(IN)
*	M	103 (IN)
*	N	(IN)
*	O	(IN)
*	P	73 (IN)
*	Q	1.98 (%)
*	R	0.17 (%)
*	S	0.31 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.54 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



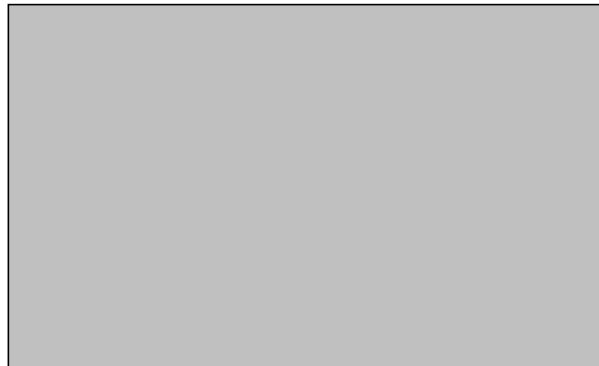
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Van Kirk	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Van Kirk	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-VanKirkSt-BinghamSt-VanKirkSt-2021-05-25-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	38 (IN)
*	C	5.98 (%)
*	D	8.69 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.99 (%)
*	J	107 (IN)
*	K	(IN)
*	L	(IN)
*	M	59 (IN)
*	N	(IN)
*	O	(IN)
*	P	66 (IN)
*	Q	1.59 (%)
*	R	1.85 (%)
*	S	0.79 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.72 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



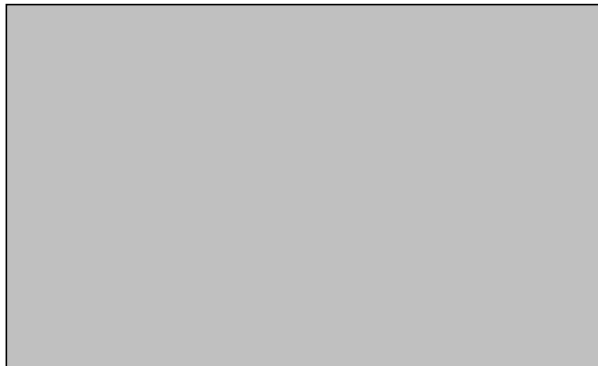
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.81	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Van Kirk	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Van Kirk	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-VanKirkSt-BinghamSt-VanKirkSt-2021-05-25-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	91 (IN)
*	C	1.81 (%)
*	D	1.54 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	9.48 (%)
*	J	69 (IN)
*	K	(IN)
*	L	(IN)
*	M	120 (IN)
*	N	(IN)
*	O	(IN)
*	P	65 (IN)
*	Q	2.80 (%)
*	R	1.85 (%)
*	S	0.79 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.81 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



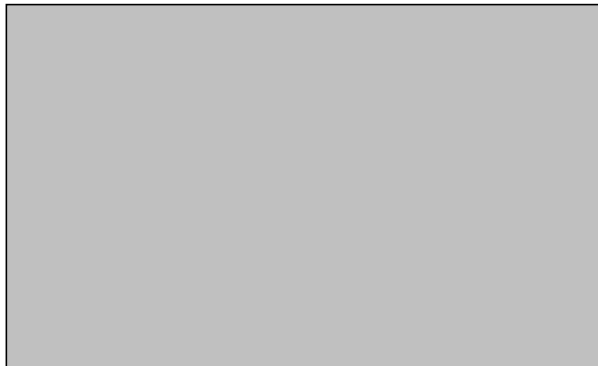
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Van Kirk	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Van Kirk	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-VanKirkSt-BinghamSt-VanKirkSt-2021-05-25-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	34 (IN)
*	C	7.31 (%)
*	D	7.47 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.78 (%)
*	J	139 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	73 (IN)
*	Q	0.17 (%)
*	R	1.86 (%)
*	S	1.22 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.29 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



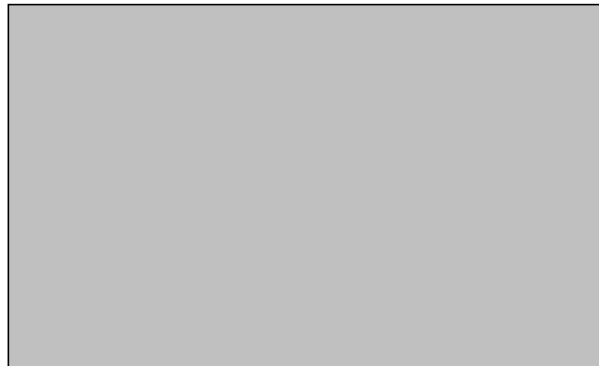
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Van Kirk	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Van Kirk	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-VanKirkSt-BinghamSt-VanKirkSt-2021-05-25-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	40 (IN)
*	C	5.98 (%)
*	D	2.78 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.21 (%)
*	J	52 (IN)
*	K	(IN)
*	L	(IN)
*	M	96 (IN)
*	N	(IN)
*	O	(IN)
*	P	80 (IN)
*	Q	1.98 (%)
*	R	1.35 (%)
*	S	1.22 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.85 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.54	%	
Cross Slope in Front of Ramp (Road Profile)	1.48	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Godfrey	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Godfrey	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-GodfreyAve-BinghamSt-GodfreyAve-2021-05-25-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	83 (IN)
*	C	0.38 (%)
*	D	4.27 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.41 (%)
*	J	103 (IN)
*	K	(IN)
*	L	(IN)
*	M	78 (IN)
*	N	(IN)
*	O	(IN)
*	P	69 (IN)
*	Q	0.69 (%)
*	R	1.83 (%)
*	S	(%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.61 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



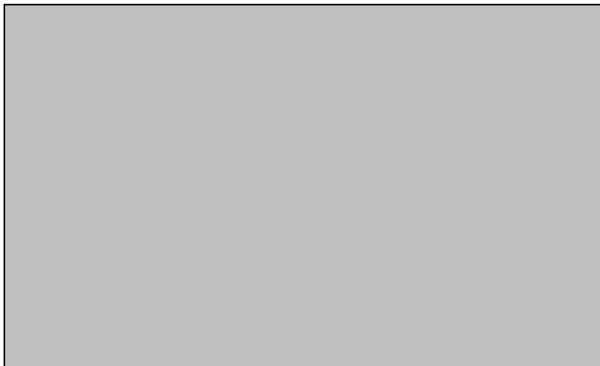
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.95	%	
Cross Slope in Front of Ramp (Road Profile)	1.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Godfrey	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Godfrey	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-GodfreyAve-BinghamSt-GodfreyAve-2021-05-25-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	49 (IN)
*	C	8.25 (%)
*	D	8.12 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	9.29 (%)
*	J	104 (IN)
*	K	(IN)
*	L	(IN)
*	M	98 (IN)
*	N	(IN)
*	O	(IN)
*	P	68 (IN)
*	Q	0.62 (%)
*	R	1.88 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.89 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



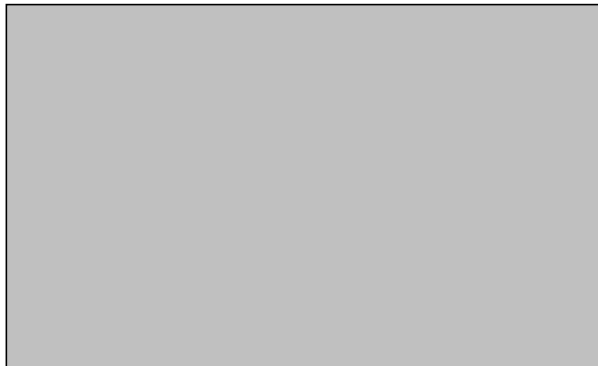
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.75	%	
Cross Slope in Front of Ramp (Road Profile)	1.82	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	1.9	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	Bingham	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Lawndale	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Bingham	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Lawndale	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BinghamSt-LawndaleSt-BinghamSt-LawndaleSt-2021-05-25-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	50 (IN)
*	B	25 (IN)
*	C	7.68 (%)
*	D	9.93 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.11 (%)
*	J	82 (IN)
*	K	(IN)
*	L	(IN)
*	M	99 (IN)
*	N	(IN)
*	O	(IN)
*	P	66 (IN)
*	Q	2.76 (%)
*	R	0.14 (%)
*	S	0.52 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.98 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



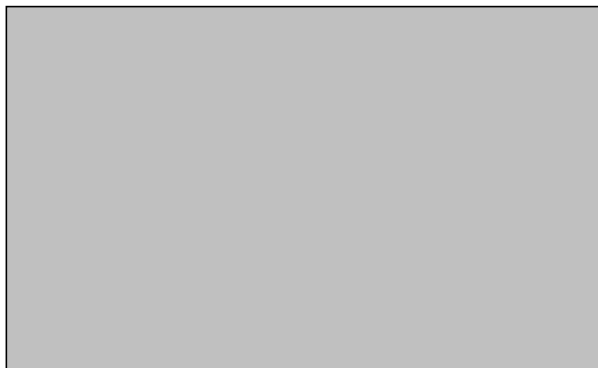
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	11
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-0.30	%	
Cross Slope in Front of Ramp (Road Profile)	0.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	6.2	%
Intersection Ramp # of #	2	3	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	0013	(segment)	(offset)
*North Leg Desc.	SR	0120	0000
*East Leg	Dauphin	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	0013	(segment)	(offset)
*South Leg Desc.	SR	0120	0000
*West Leg	Dauphin	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-0013SR-DauphinSt-0013SR-DauphinSt-2022-04-11--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	132 (IN)
*	C	6.50 (%)
*	D	3.50 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.40 (%)
*	J	119 (IN)
*	K	(IN)
*	L	(IN)
*	M	104 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	0.38 (%)
*	R	1.07 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



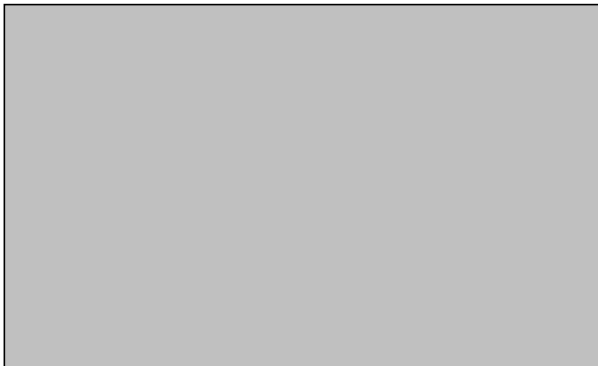
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	11
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.70	%	
Cross Slope in Front of Ramp (Road Profile)	1.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	6.2	%
Intersection Ramp # of #	3	3	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	0013	(segment)	(offset)
*North Leg Desc.	SR	0120	0000
*East Leg	Dauphin	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	0013	(segment)	(offset)
*South Leg Desc.	SR	0120	0000
*West Leg	Dauphin	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-0013SR-DauphinSt-0013SR-DauphinSt-2022-04-11--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>111 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.60 (%)</td></tr> <tr><td>*</td><td>D</td><td>4.50 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>5.70 (%)</td></tr> <tr><td>*</td><td>J</td><td>119 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>104 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>0.38 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.07 (%)</td></tr> <tr><td>*</td><td>S</td><td>0.80 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.60 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	111 (IN)	*	C	7.60 (%)	*	D	4.50 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	5.70 (%)	*	J	119 (IN)	*	K	(IN)	*	L	(IN)	*	M	104 (IN)	*	N	(IN)	*	O	(IN)	*	P	48 (IN)	*	Q	0.38 (%)	*	R	1.07 (%)	*	S	0.80 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.60 (%)	*	X	(IN)	*	Y	(IN)	*	YY	(IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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*	CC	(IN)																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																		

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	11
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.40	%	
Cross Slope in Front of Ramp (Road Profile)	0.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	8.6	%
Intersection Ramp # of #	4	9	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	0013	(segment)	(offset)
*North Leg Desc.	SR	0100	2330
*East Leg	Oxford	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	0013	(segment)	(offset)
*South Leg Desc.	SR	0100	2330
*West Leg	Oxford	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-0013SR-OxfordSt-0013SR-OxfordSt-2022-04-11--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	60 (IN)
*	C	7.20 (%)
*	D	5.10 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.90 (%)
*	J	48 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.59 (%)
*	R	1.59 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



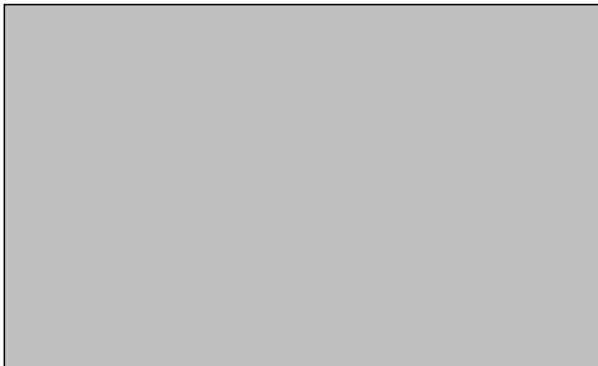
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	11
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.80	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	7.8	%
Intersection Ramp # of #	5	9	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	0013	(segment)	(offset)
*North Leg Desc.	SR	0100	2330
*East Leg	Oxford	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	0013	(segment)	(offset)
*South Leg Desc.	SR	0100	2330
*West Leg	Oxford	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-0013SR-OxfordSt-0013SR-OxfordSt-2022-04-11--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	60 (IN)
*	C	7.00 (%)
*	D	8.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.20 (%)
*	J	48 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.95 (%)
*	R	1.95 (%)
*	S	1.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



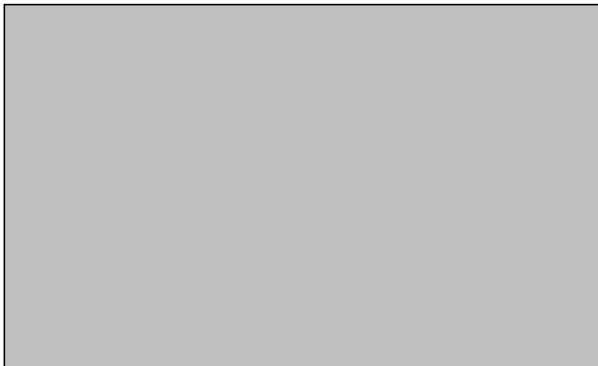
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	11
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.50	%	
Cross Slope in Front of Ramp (Road Profile)	0.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	10.0	%
Intersection Ramp # of #	6	9	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	0013	(segment)	(offset)
*North Leg Desc.	SR	0100	2330
*East Leg	Oxford	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	0013	(segment)	(offset)
*South Leg Desc.	SR	0100	2330
*West Leg	Oxford	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-0013SR-OxfordSt-0013SR-OxfordSt-2022-04-11--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	108 (IN)
*	C	6.50 (%)
*	D	8.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.70 (%)
*	J	198 (IN)
*	K	(IN)
*	L	(IN)
*	M	160 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	0.54 (%)
*	R	2.03 (%)
*	S	1.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



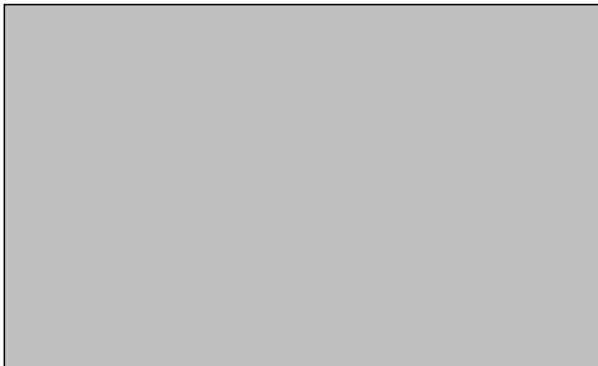
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	11
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	6.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	12.1	%
Intersection Ramp # of #	7	9	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	0013	(segment)	(offset)
*North Leg Desc.	SR	0100	2330
*East Leg	Oxford	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	0013	(segment)	(offset)
*South Leg Desc.	SR	0100	2330
*West Leg	Oxford	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-0013SR-OxfordSt-0013SR-OxfordSt-2022-04-11--Type1
* Status	Current
Level of Service	As Per Contract Documents

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	54 (IN)
*	C	5.60 (%)
*	D	2.10 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.60 (%)
*	J	198 (IN)
*	K	(IN)
*	L	(IN)
*	M	160 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	0.54 (%)
*	R	2.03 (%)
*	S	1.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



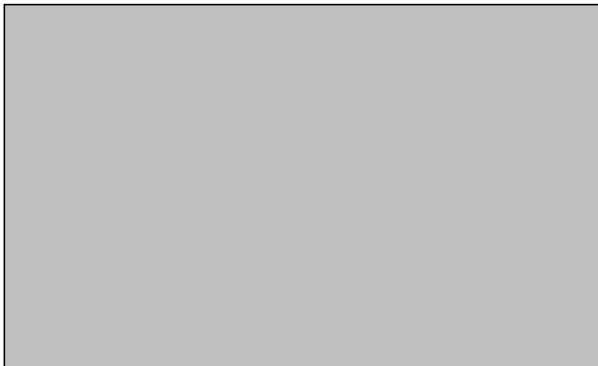
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	11
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.80	%	
Cross Slope in Front of Ramp (Road Profile)	0.70	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	11.3	%
Intersection Ramp # of #	8	9	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	0013	(segment)	(offset)
*North Leg Desc.	SR	0100	2330
*East Leg	Oxford	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	0013	(segment)	(offset)
*South Leg Desc.	SR	0100	2330
*West Leg	Oxford	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-0013SR-OxfordSt-0013SR-OxfordSt-2022-04-11--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
* A	48	(IN)
* B	72	(IN)
* C	6.50	(%)
* D	10.00	(%)
* E		(%)
* F		(%)
* G		(%)
* H		(%)
* I	1.90	(%)
* J	263	(IN)
* K		(IN)
* L		(IN)
* M	251	(IN)
* N		(IN)
* O		(IN)
* P	48	(IN)
* Q	2.05	(%)
* R	2.88	(%)
* S	2.00	(%)
* T		(IN)
* U		(IN)
* V		(%)
* W	0.90	(%)
* X		(IN)
* Y		(IN)
* ZZ		(IN)
* AA		(IN)
* BB		(IN)
* CC		(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



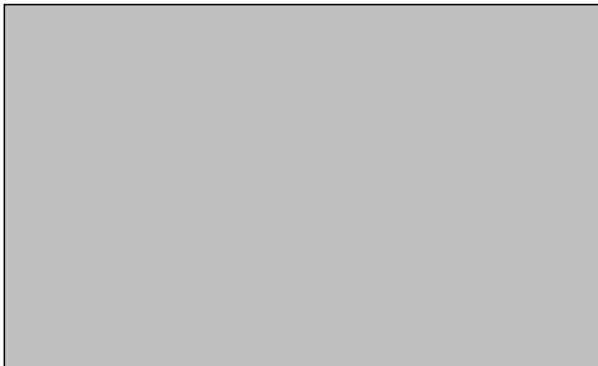
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	11
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.60	%	
Cross Slope in Front of Ramp (Road Profile)	1.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	12.7	%
Intersection Ramp # of #	9	9	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	0013	(segment)	(offset)
*North Leg Desc.	SR	0100	2330
*East Leg	Oxford	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	0013	(segment)	(offset)
*South Leg Desc.	SR	0100	2330
*West Leg	Oxford	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-0013SR-OxfordSt-0013SR-OxfordSt-2022-04-11--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

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

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

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	96 (IN)
*	C	5.60 (%)
*	D	6.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	1.30 (%)
*	J	263 (IN)
*	K	(IN)
*	L	(IN)
*	M	251 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.05 (%)
*	R	2.88 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

Sheet 2 - Inspection Form Continued

C-06-101-60000-0013SR-OxfordSt-0013SR-OxfordSt-2022-04-11--Type1

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



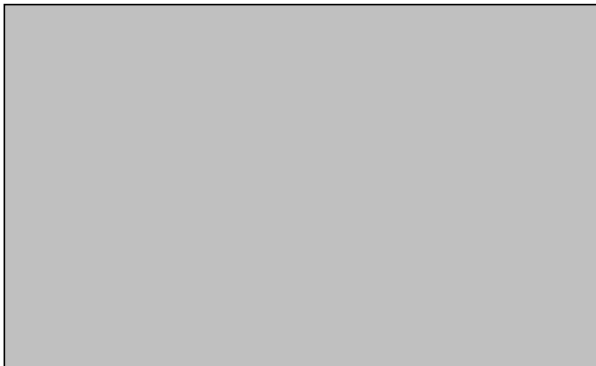
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	13
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	6.20	%	
Cross Slope in Front of Ramp (Road Profile)	0.10	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	10.2	%
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	68th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Lebanon	(segment)	(offset)
*East Leg Desc.	Avenue		
*South Leg	68th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg		(segment)	(offset)
*West Leg Desc.			

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-68thSt-LebanonAvenue-68thSt-2022-04-13--Type1
* Status	Current
Level of Service	As Per Contract Documents

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	48 (IN)
*	C	4.00 (%)
*	D	10.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.90 (%)
*	J	110 (IN)
*	K	(IN)
*	L	(IN)
*	M	101 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.60 (%)
*	R	2.60 (%)
*	S	0.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



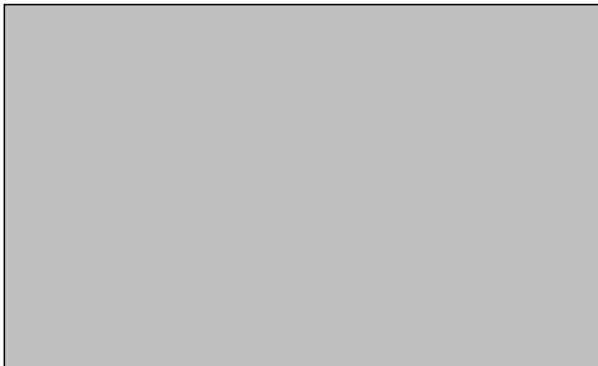
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	13
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	6.30	%	
Cross Slope in Front of Ramp (Road Profile)	1.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	13.3	%
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	68th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Lebanon	(segment)	(offset)
*East Leg Desc.	Avenue		
*South Leg	68th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg		(segment)	(offset)
*West Leg Desc.			

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-68thSt-LebanonAvenue-68thSt-2022-04-13--Type1
* Status	Current
Level of Service	As Per Contract Documents

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #e0e0e0;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>48 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.00 (%)</td></tr> <tr><td>*</td><td>D</td><td>7.20 (%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>2.90 (%)</td></tr> <tr><td>*</td><td>J</td><td>110 (IN)</td></tr> <tr><td>*</td><td>K</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>101 (IN)</td></tr> <tr><td>*</td><td>N</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.60 (%)</td></tr> <tr><td>*</td><td>R</td><td>2.60 (%)</td></tr> <tr><td>*</td><td>S</td><td>0.80 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.70 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48 (IN)	*	B	48 (IN)	*	C	7.00 (%)	*	D	7.20 (%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	2.90 (%)	*	J	110 (IN)	*	K	(IN)	*	L	(IN)	*	M	101 (IN)	*	N	(IN)	*	O	(IN)	*	P	48 (IN)	*	Q	2.60 (%)	*	R	2.60 (%)	*	S	0.80 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.70 (%)	*	X	(IN)	*	Y	(IN)	*	YY	(IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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*	BB	(IN)																																																																																																	
*	CC	(IN)																																																																																																	
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																		

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



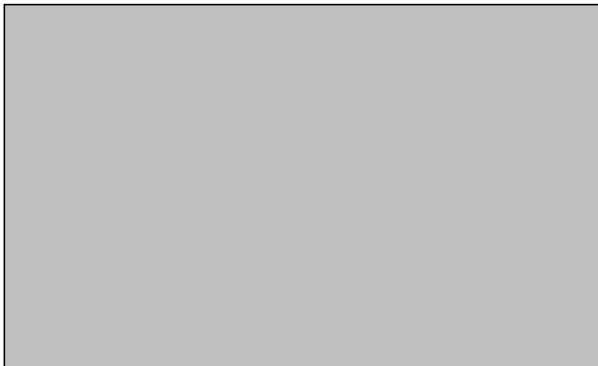
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	13
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.20	%	
Cross Slope in Front of Ramp (Road Profile)	0.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	8.9	%
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	68th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Lebanon	(segment)	(offset)
*East Leg Desc.	Avenue		
*South Leg	68th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg		(segment)	(offset)
*West Leg Desc.			

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-68thSt-LebanonAvenue-68thSt-2022-04-13--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

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

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

"0.00" inches or %		
*	A	48 (IN)
*	B	48 (IN)
*	C	3.90 (%)
*	D	-999.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	-999.00 (%)
*	J	60 (IN)
*	K	(IN)
*	L	(IN)
*	M	60 (IN)
*	N	(IN)
*	O	(IN)
*	P	60 (IN)
*	Q	2.40 (%)
*	R	0.80 (%)
*	S	0.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



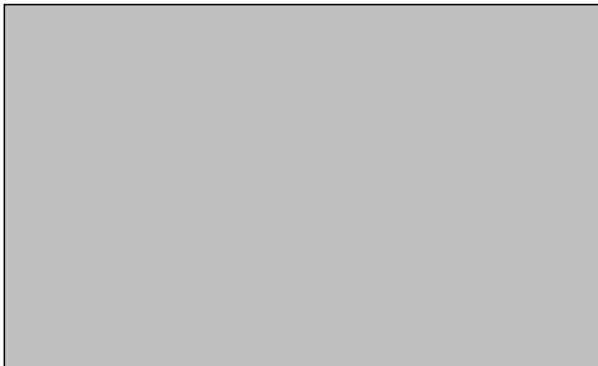
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	04	13
Field Investigators 1	Patrick Gownley		
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	No		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.80	%	
Cross Slope in Front of Ramp (Road Profile)	0.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	4.9	%
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)			
*Curb Ramp Type	Type 1		
*North Leg	68th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Lebanon	(segment)	(offset)
*East Leg Desc.	Avenue		
*South Leg	68th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg		(segment)	(offset)
*West Leg Desc.			

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-68thSt-LebanonAvenue-68thSt-2022-04-13--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	48 (IN)
*	C	4.10 (%)
*	D	-999.00 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	-999.00 (%)
*	J	60 (IN)
*	K	(IN)
*	L	(IN)
*	M	60 (IN)
*	N	(IN)
*	O	(IN)
*	P	60 (IN)
*	Q	4.20 (%)
*	R	6.30 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



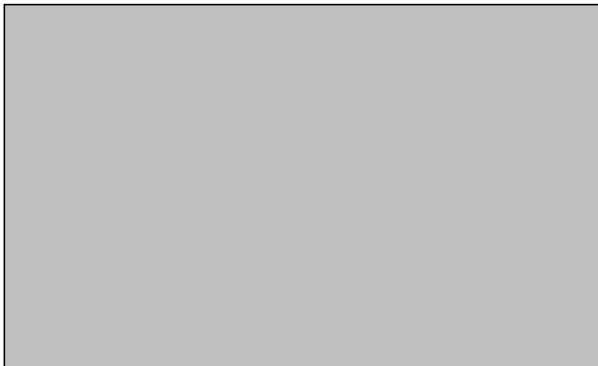
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

12th + York Ramp H



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	03	01
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.80	%	
Cross Slope in Front of Ramp (Road Profile)	1.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	4.6	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	08		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-03-01-8-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

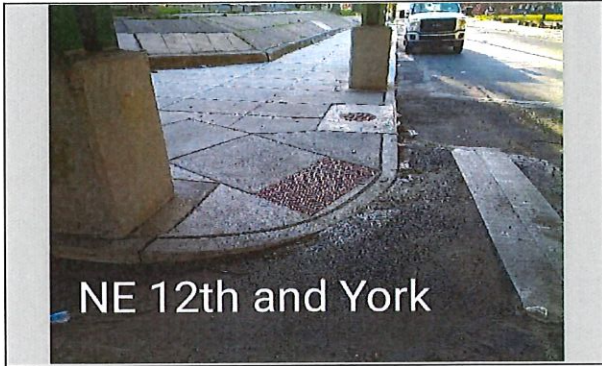
NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	43 (IN)
*	B	77 (IN)
*	C	3.80 (%)
*	D	4.00 (%)
*	E	3.70 (%)
*	F	3.80 (%)
*	G	7.20 (%)
*	H	4.80 (%)
*	I	9.00 (%)
*	J	139 (IN)
	K	4 (IN)
	L	50 (IN)
*	M	130 (IN)
	N	43 (IN)
	O	43 (IN)
*	P	48 (IN)
*	Q	1.00 (%)
*	R	1.50 (%)
*	S	2.00 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	0.80 (%)
*	X	(IN)
	Y	(IN)
	YY	(IN)
	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

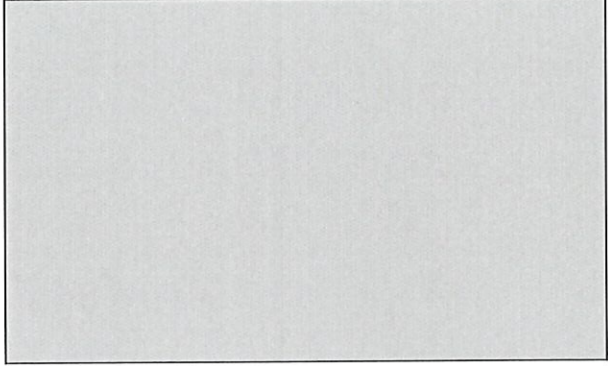
(insert comments below)

DD .2 EE 3.7

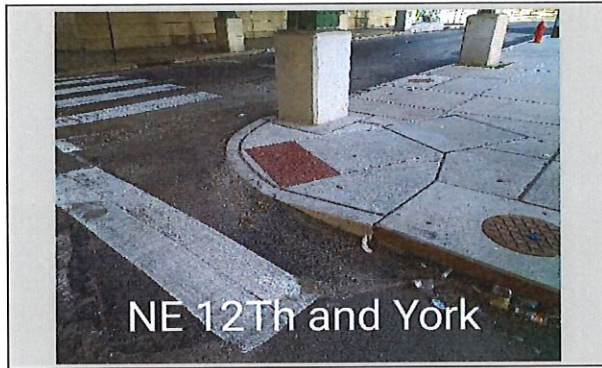
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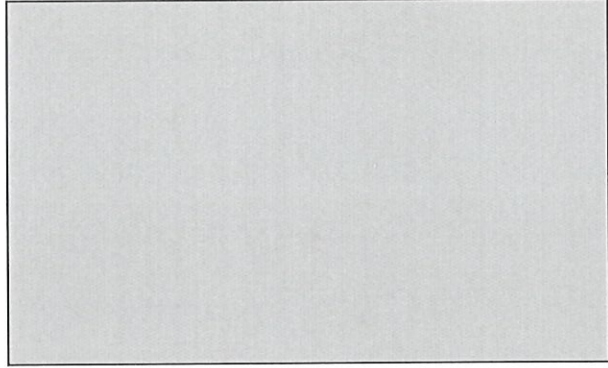
Insert Picture 1



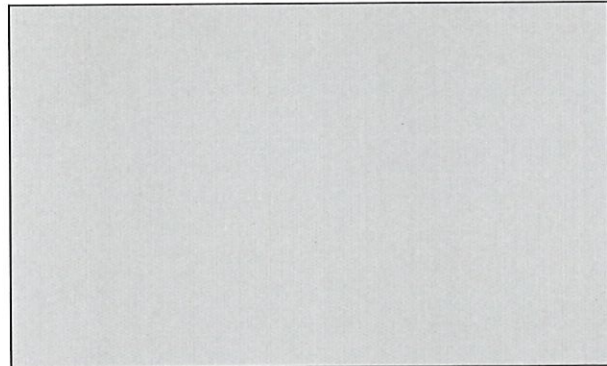
Insert Picture 4



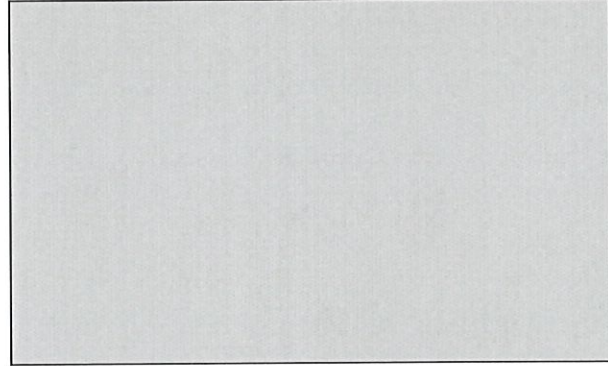
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

10th + York Ramp F



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.80	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	8.9	%
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-7-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

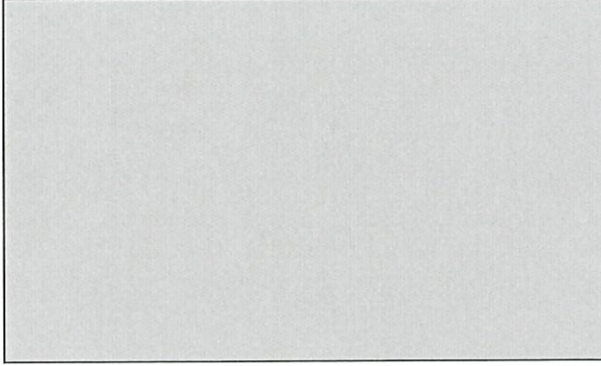
See the last tab of this workbook for instructions

<p style="text-align: center;">TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p style="text-align: center;"><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;"><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																																																
<p style="text-align: center;">TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p style="text-align: center;">TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p style="text-align: center;"><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																																																
<p style="text-align: center;">TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;">BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>*</td><td>B</td><td>72</td><td>(IN)</td></tr> <tr><td>*</td><td>C</td><td>8.10</td><td>(%)</td></tr> <tr><td>*</td><td>D</td><td>3.60</td><td>(%)</td></tr> <tr><td>*</td><td>E</td><td>8.70</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>8.00</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>7.20</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>6.90</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>2.00</td><td>(%)</td></tr> <tr><td>*</td><td>J</td><td>137</td><td>(IN)</td></tr> <tr><td>*</td><td>K</td><td>3</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>49</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>137</td><td>(IN)</td></tr> <tr><td>*</td><td>N</td><td>5</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>60</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48</td><td>(IN)</td></tr> <tr><td>*</td><td>Q</td><td>3.10</td><td>(%)</td></tr> <tr><td>*</td><td>R</td><td>3.50</td><td>(%)</td></tr> <tr><td>*</td><td>S</td><td>1.70</td><td>(%)</td></tr> <tr><td>*</td><td>T</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.80</td><td>(%)</td></tr> <tr><td>*</td><td>X</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td></td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48	(IN)	*	B	72	(IN)	*	C	8.10	(%)	*	D	3.60	(%)	*	E	8.70	(%)	*	F	8.00	(%)	*	G	7.20	(%)	*	H	6.90	(%)	*	I	2.00	(%)	*	J	137	(IN)	*	K	3	(IN)	*	L	49	(IN)	*	M	137	(IN)	*	N	5	(IN)	*	O	60	(IN)	*	P	48	(IN)	*	Q	3.10	(%)	*	R	3.50	(%)	*	S	1.70	(%)	*	T		(IN)	*	U		(IN)	*	V		(%)	*	W	1.80	(%)	*	X		(IN)	*	Y		(IN)	*	YY		(IN)	*	Z		(IN)	*	ZZ		(IN)	*	AA		(IN)	*	BB		(IN)	*	CC		(IN)
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<p style="text-align: center;">TYPE A MEDIAN</p> <p style="text-align: center;"><input type="checkbox"/> TYPE B MEDIAN</p>	<p style="text-align: center;">NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																																																	
<p style="text-align: center;">1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p style="text-align: center;">(insert comments below)</p>																																																																																																																																	
<p>DD .3 EE .7</p>																																																																																																																																		

See the last tab of this workbook for instructions



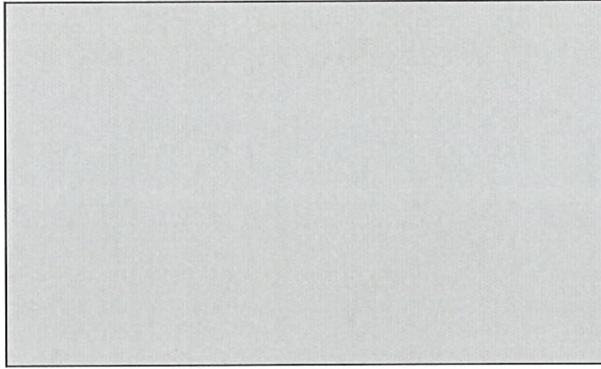
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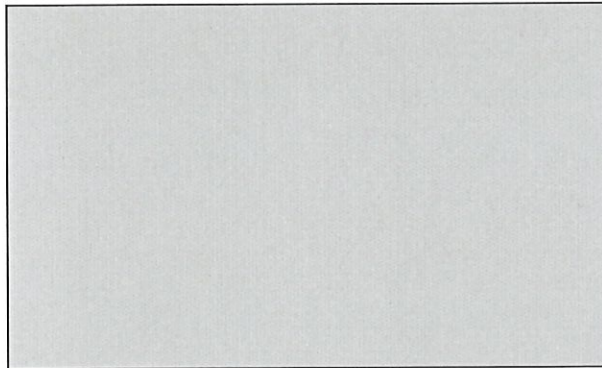
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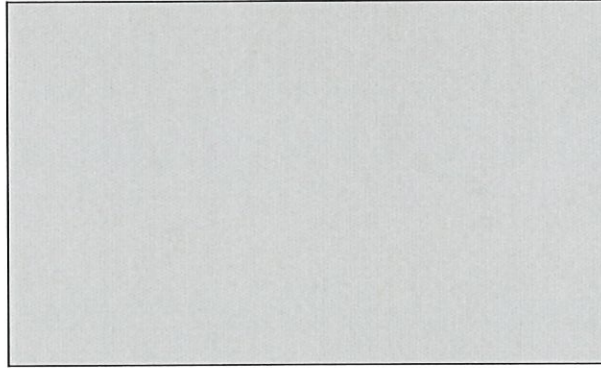
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

10th + York Ramp E



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.50	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	11.8	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-9-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

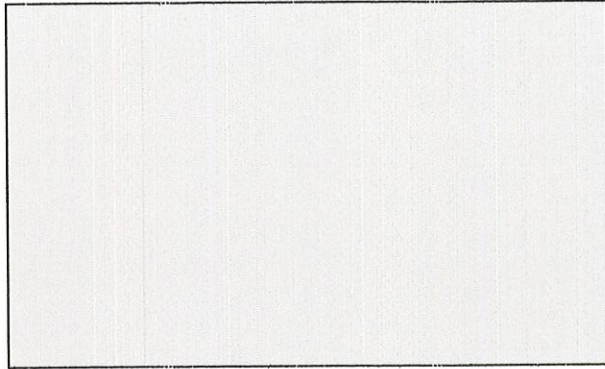
<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			
<p>(insert comments below)</p>			
<p>DD 3.8 EE 5.4</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	30 (IN)
*	C	8.30 (%)
*	D	4.10 (%)
*	E	4.40 (%)
*	F	7.40 (%)
*	G	7.20 (%)
*	H	7.80 (%)
*	I	8.90 (%)
*	J	27 (IN)
*	K	4 (IN)
*	L	31 (IN)
*	M	137 (IN)
*	N	3 (IN)
*	O	49 (IN)
*	P	49 (IN)
*	Q	2.50 (%)
*	R	2.20 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

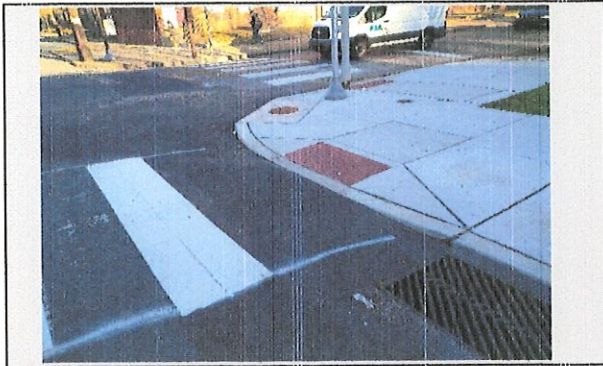
See the last tab of this workbook for instructions



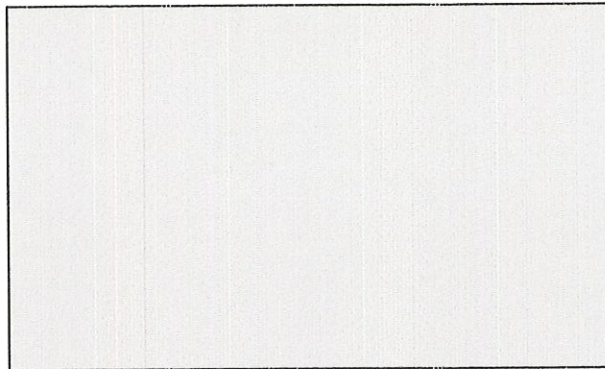
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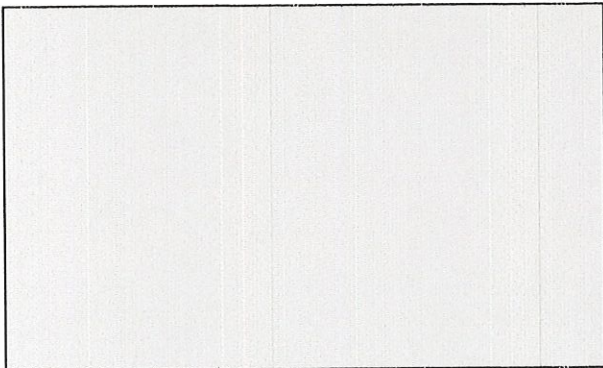
Insert Picture 4



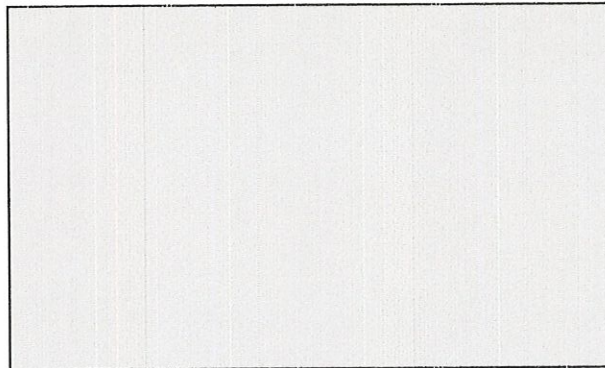
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

Germantown + York Ramp K



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.30	%	
Cross Slope in Front of Ramp (Road Profile)	0.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	7.9	%
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-7-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

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

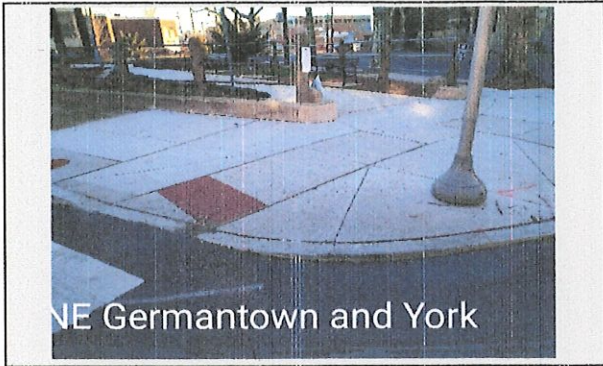
MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

"0.00" inches or %		
*	A	52 (IN)
*	B	91 (IN)
*	C	6.60 (%)
*	D	10.00 (%)
*	E	10.00 (%)
*	F	4.50 (%)
*	G	5.20 (%)
*	H	5.50 (%)
*	I	4.50 (%)
*	J	150 (IN)
*	K	6 (IN)
*	L	37 (IN)
*	M	181 (IN)
*	N	3 (IN)
*	O	45 (IN)
*	P	49 (IN)
*	Q	1.80 (%)
*	R	1.80 (%)
*	S	1.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	2.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

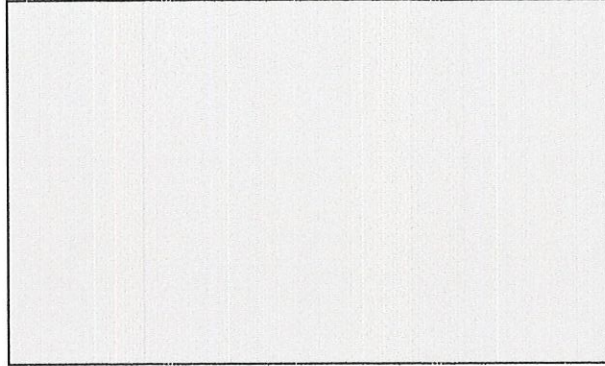
(insert comments below)

Transition Strip -2.0% DD .1 E E 3.0

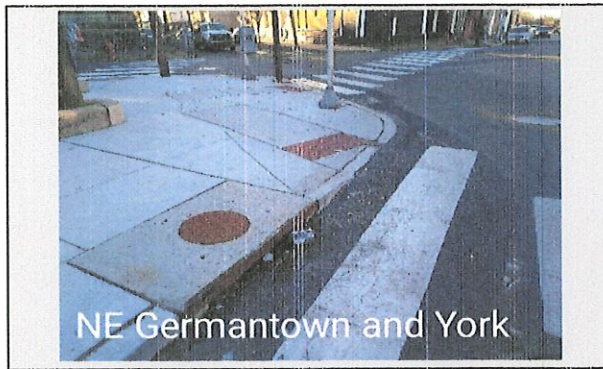
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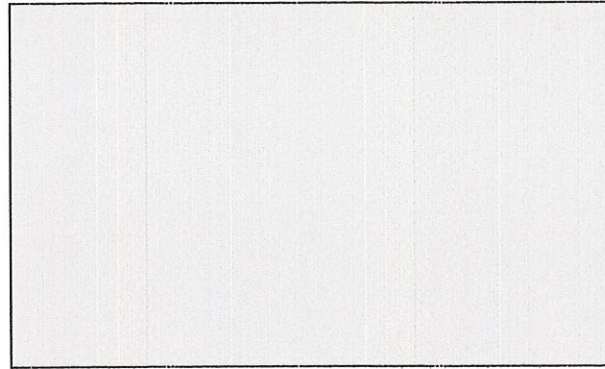
Insert Picture 1



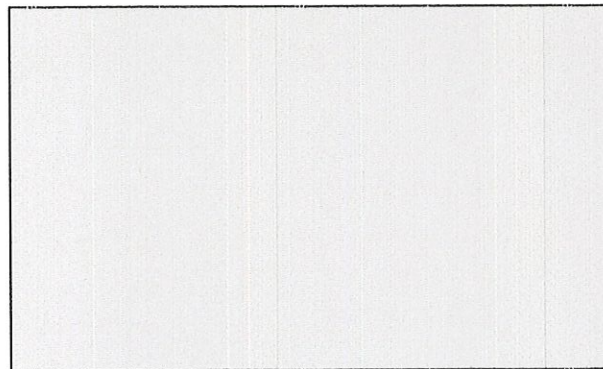
Insert Picture 4



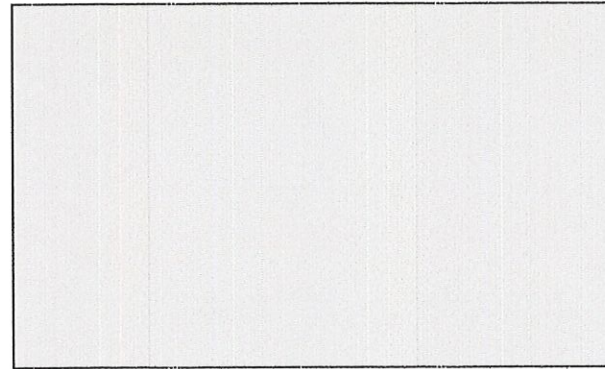
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-0.80	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	7.5	%
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

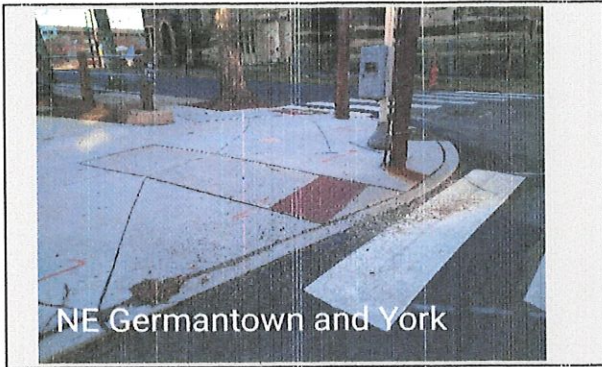
Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-9-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

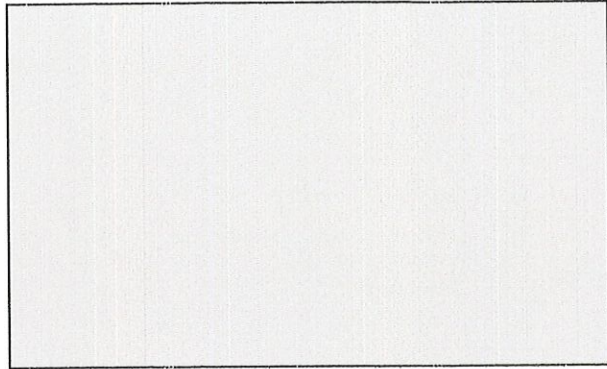
See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>51 (IN)</td></tr> <tr><td>*</td><td>B</td><td>97 (IN)</td></tr> <tr><td>*</td><td>C</td><td>8.30 (%)</td></tr> <tr><td>*</td><td>D</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>E</td><td>5.10 (%)</td></tr> <tr><td>*</td><td>F</td><td>7.50 (%)</td></tr> <tr><td>*</td><td>G</td><td>7.50 (%)</td></tr> <tr><td></td><td>H</td><td>9.80 (%)</td></tr> <tr><td>*</td><td>I</td><td>4.00 (%)</td></tr> <tr><td>*</td><td>J</td><td>176 (IN)</td></tr> <tr><td></td><td>K</td><td>2 (IN)</td></tr> <tr><td></td><td>L</td><td>77 (IN)</td></tr> <tr><td>*</td><td>M</td><td>203 (IN)</td></tr> <tr><td></td><td>N</td><td>4 (IN)</td></tr> <tr><td>*</td><td>O</td><td>65 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>R</td><td>2.90 (%)</td></tr> <tr><td>*</td><td>S</td><td>0.90 (%)</td></tr> <tr><td></td><td>T</td><td>(IN)</td></tr> <tr><td></td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td></td><td>Y</td><td>(IN)</td></tr> <tr><td></td><td>YY</td><td>(IN)</td></tr> <tr><td></td><td>Z</td><td>(IN)</td></tr> <tr><td></td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	51 (IN)	*	B	97 (IN)	*	C	8.30 (%)	*	D	3.50 (%)	*	E	5.10 (%)	*	F	7.50 (%)	*	G	7.50 (%)		H	9.80 (%)	*	I	4.00 (%)	*	J	176 (IN)		K	2 (IN)		L	77 (IN)	*	M	203 (IN)		N	4 (IN)	*	O	65 (IN)	*	P	48 (IN)	*	Q	3.50 (%)	*	R	2.90 (%)	*	S	0.90 (%)		T	(IN)		U	(IN)	*	V	(%)	*	W	2.00 (%)	*	X	(IN)		Y	(IN)		YY	(IN)		Z	(IN)		ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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	Y	(IN)																																																																																																	
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*	CC	(IN)																																																																																																	
<p>TYPE A MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>																																																																																																		
(insert comments below)																																																																																																			
DD 0.3 EE 2.0																																																																																																			

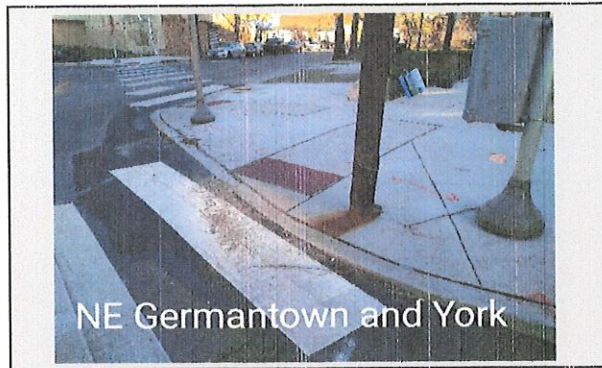
See the last tab of this workbook for instructions



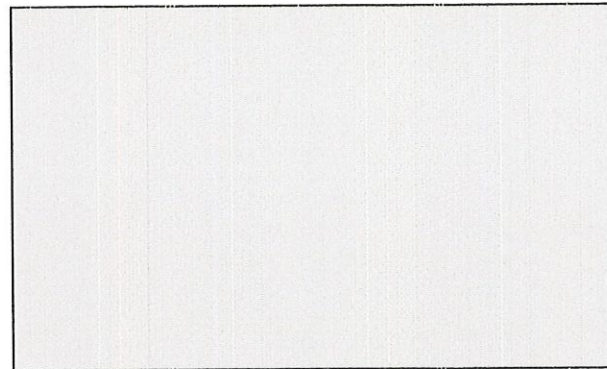
Insert Picture 1



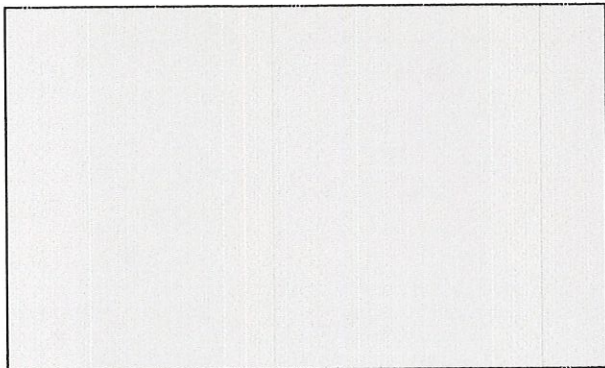
Insert Picture 4



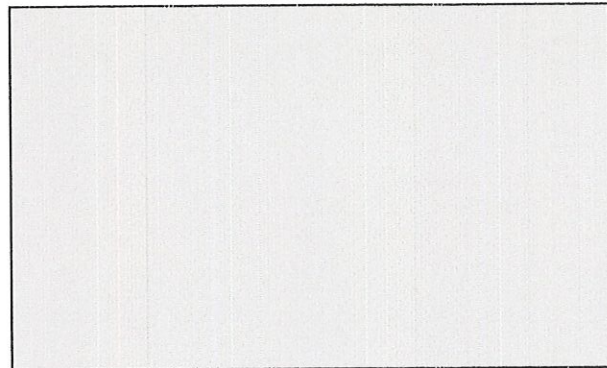
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

Susquehanna + Franklin Ramp L



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-2.20	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	4.6	%
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)			07
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-7-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

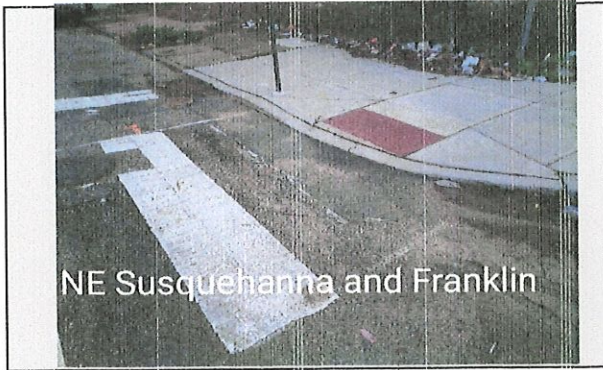
NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	44 (IN)
*	C	6.80 (%)
*	D	8.90 (%)
*	E	8.20 (%)
*	F	6.50 (%)
*	G	7.40 (%)
*	H	5.80 (%)
*	I	54.00 (%)
*	J	139 (IN)
	K	4 (IN)
	L	48 (IN)
*	M	112 (IN)
	N	6 (IN)
	O	49 (IN)
*	P	48 (IN)
*	Q	2.80 (%)
*	R	2.00 (%)
*	S	2.00 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	2.10 (%)
*	X	(IN)
	Y	(IN)
	YY	(IN)
	Z	(IN)
	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

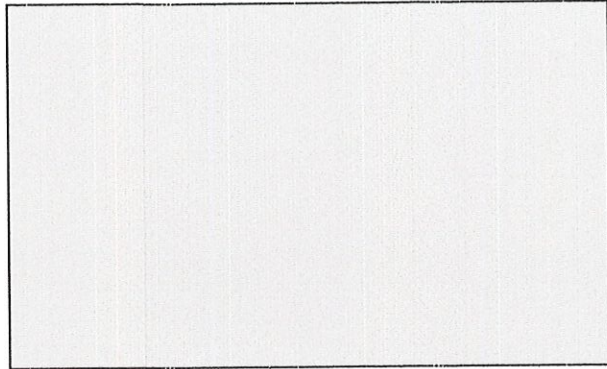
(insert comments below)

DD 3.4 EE 1.5

See the last tab of this workbook for instructions



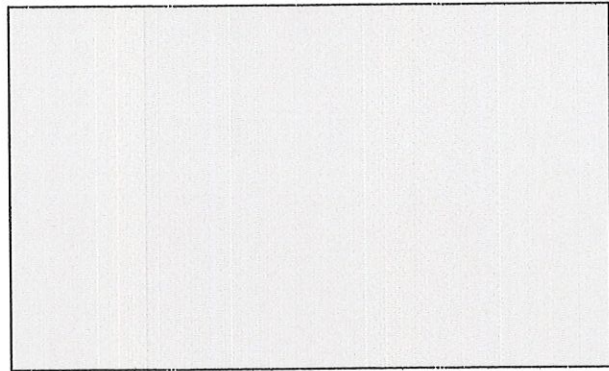
Insert Picture 1



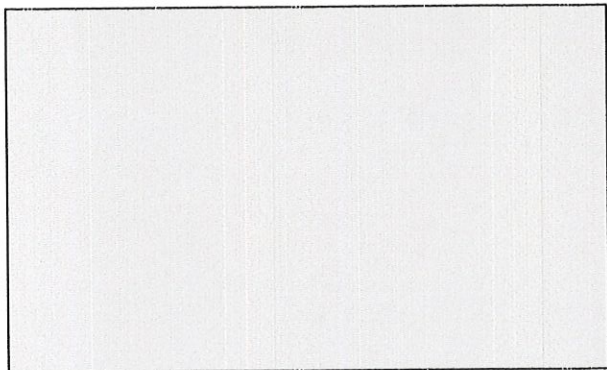
Insert Picture 4



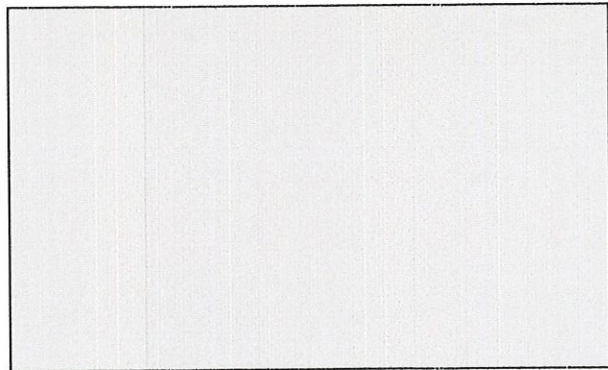
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

7th + York Ramp Q



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.60	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	6.1	%
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-2-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

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

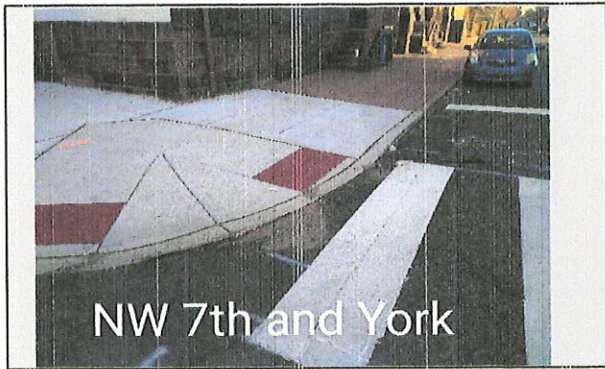
MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

"0.00" inches or %		
*	A	48 (IN)
*	B	80 (IN)
*	C	5.50 (%)
*	D	10.00 (%)
*	E	9.80 (%)
*	F	6.00 (%)
*	G	7.20 (%)
*	H	6.50 (%)
*	I	4.70 (%)
*	J	174 (IN)
*	K	7 (IN)
*	L	56 (IN)
*	M	138 (IN)
*	N	3 (IN)
*	O	36 (IN)
*	P	49 (IN)
*	Q	0.30 (%)
*	R	4.10 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

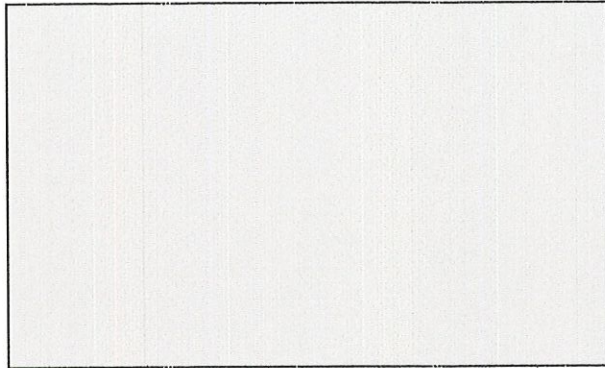
(insert comments below)

DD 3.9 EE .1

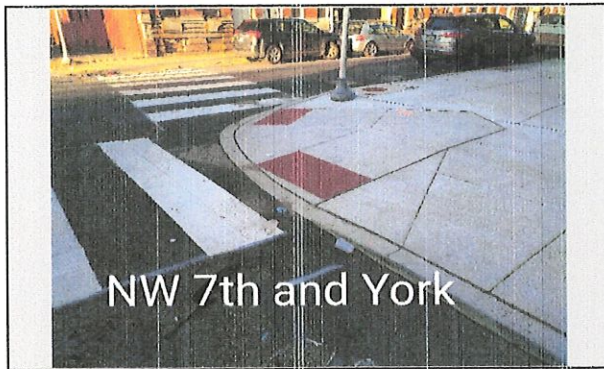
See the last tab of this workbook for instructions



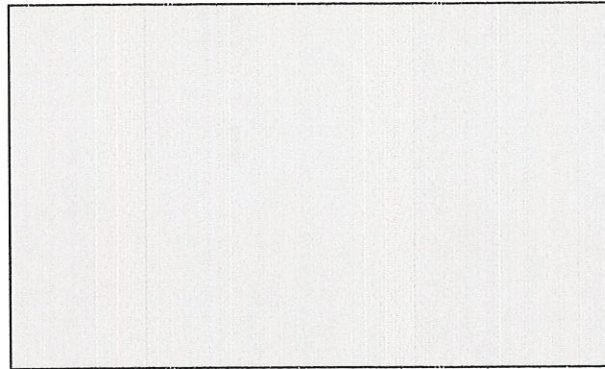
Insert Picture 1



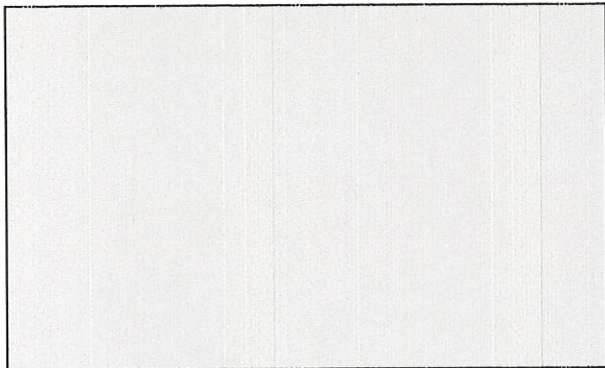
Insert Picture 4



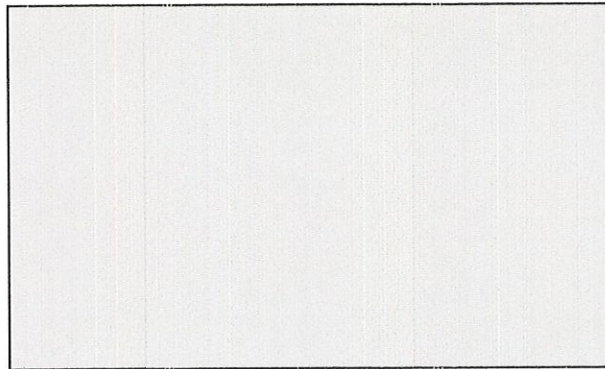
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

7th + York Ramp R



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	11.0	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-4-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

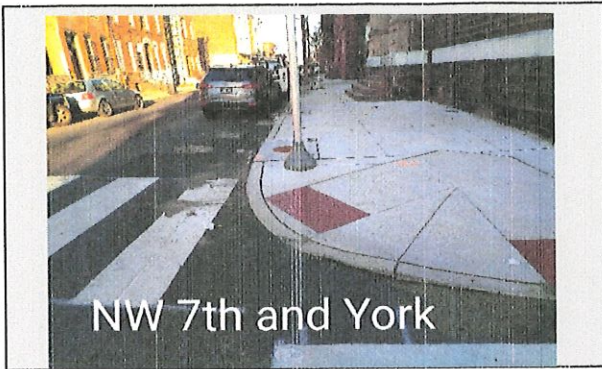
NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	76 (IN)
*	C	7.50 (%)
*	D	6.80 (%)
*	E	8.40 (%)
*	F	8.00 (%)
*	G	8.10 (%)
*	H	7.90 (%)
*	I	5.30 (%)
*	J	174 (IN)
	K	3 (IN)
	L	40 (IN)
*	M	138 (IN)
	N	3 (IN)
	O	37 (IN)
*	P	48 (IN)
*	Q	0.30 (%)
*	R	4.10 (%)
*	S	1.70 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
	Y	(IN)
	YY	(IN)
	Z	(IN)
	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

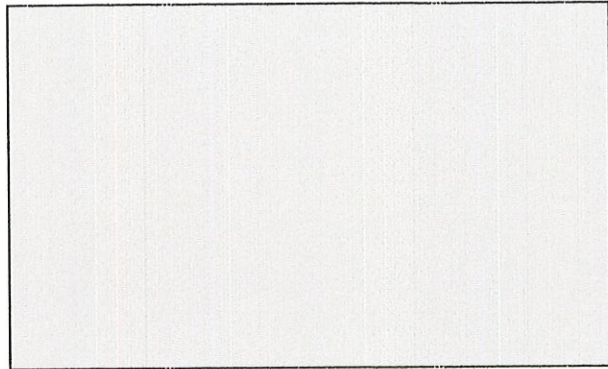
(insert comments below)

DD 3.9 EE .1

See the last tab of this workbook for instructions



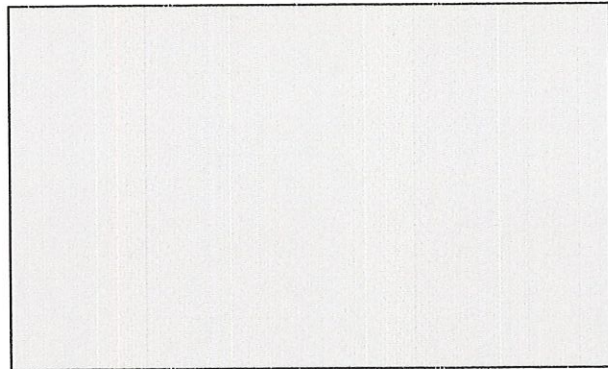
Insert Picture 1



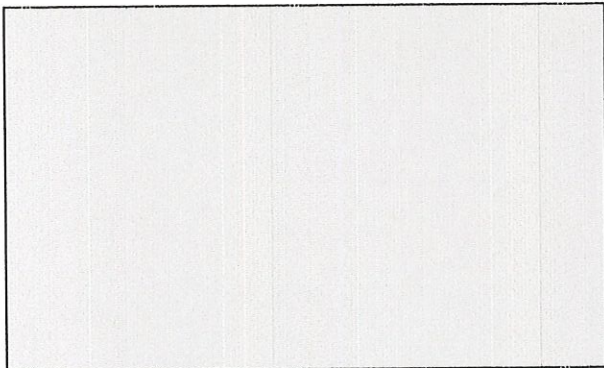
Insert Picture 4



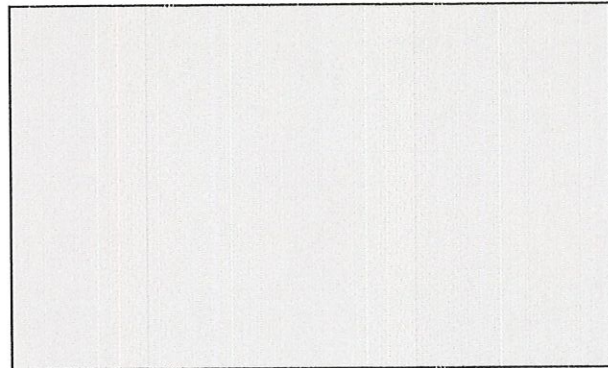
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

JH + York Ramp S



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.40	%	
Cross Slope in Front of Ramp (Road Profile)	0.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	9.4	%
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-4-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

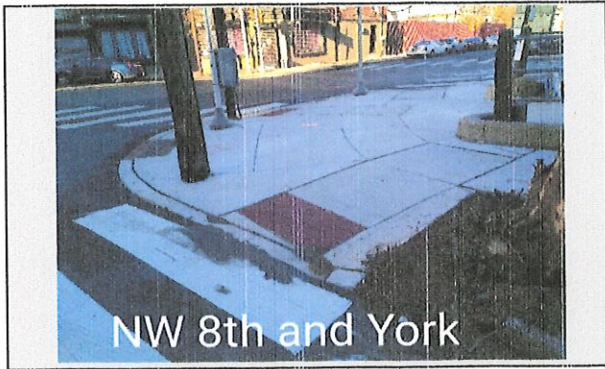
NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	50 (IN)
*	B	79 (IN)
*	C	8.00 (%)
*	D	0.40 (%)
*	E	4.20 (%)
*	F	7.90 (%)
*	G	8.30 (%)
*	H	RF (%)
*	I	RF (%)
*	J	157 (IN)
*	K	3 (IN)
*	L	64 (IN)
*	M	69 (IN)
*	N	2 (IN)
*	O	20 (IN)
*	P	48 (IN)
*	Q	3.40 (%)
*	R	2.90 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

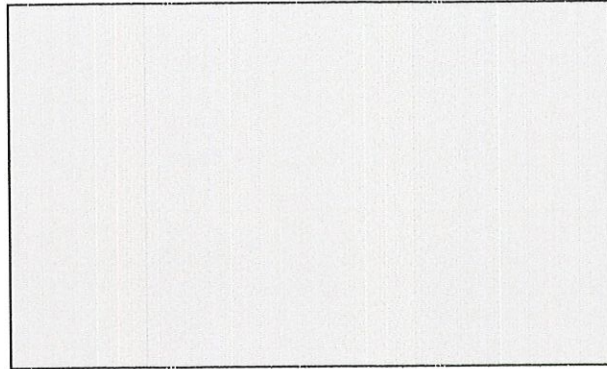
(insert comments below)

DD 3.1 EE 2.4

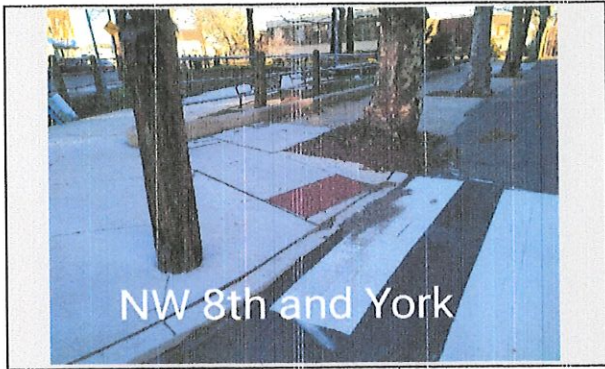
See the last tab of this workbook for instructions



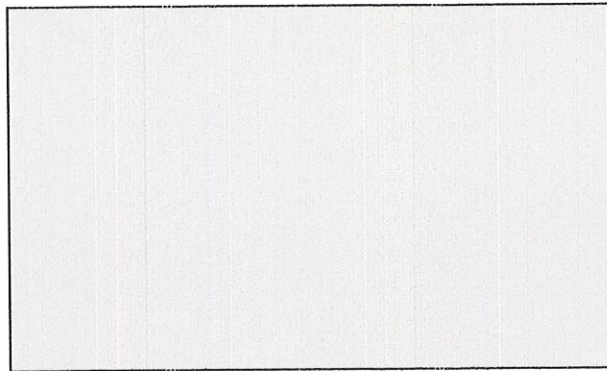
Insert Picture 1



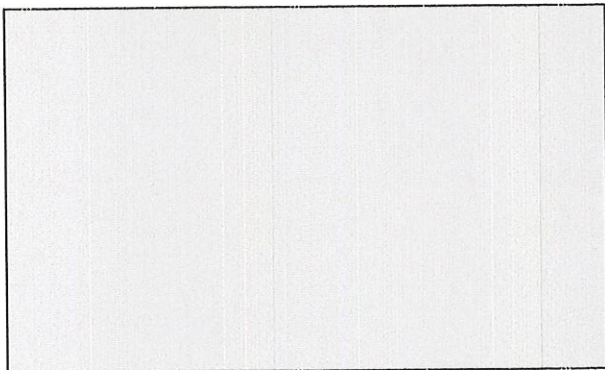
Insert Picture 4



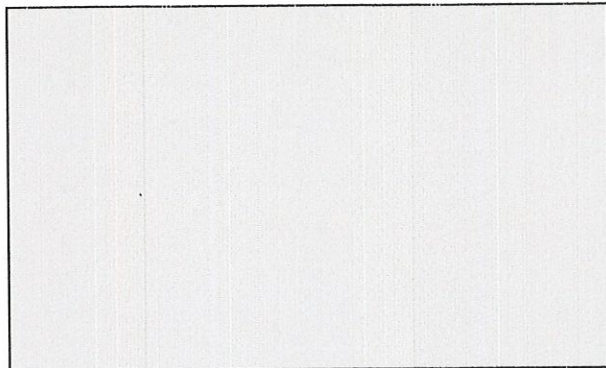
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

Germantown + York Ramp J



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-1.60	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.1	%
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-4-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

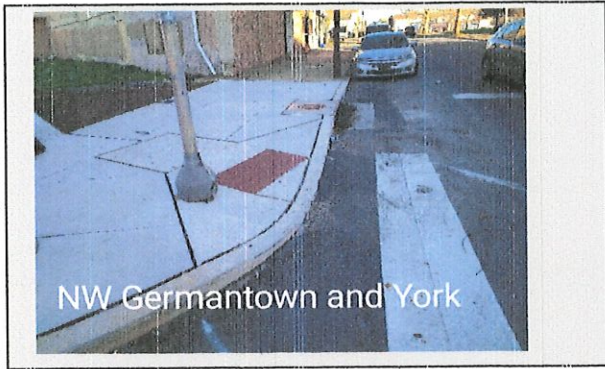
NOTE: CROSSING MAY BE MARKED OR UNMARKED

(insert comments below)

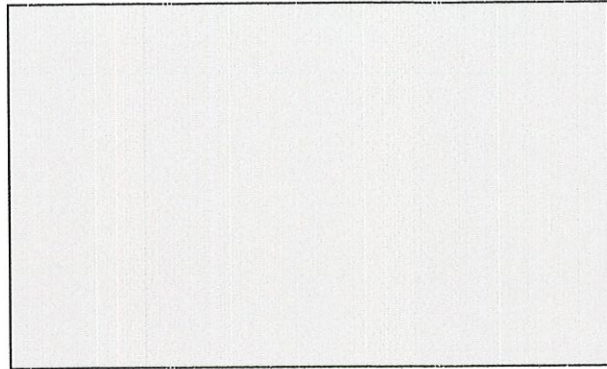
DD 2.3 EE 4.3

"0.00" inches or %	
* A	50 (IN)
* B	52 (IN)
* C	6.70 (%)
* D	8.30 (%)
* E	9.20 (%)
* F	7.50 (%)
* G	7.50 (%)
* H	8.60 (%)
* I	9.40 (%)
* J	184 (IN)
K	5 (IN)
L	50 (IN)
* M	148 (IN)
N	7 (IN)
O	65 (IN)
* P	49 (IN)
* Q	0.60 (%)
* R	0.20 (%)
* S	2.00 (%)
T	(IN)
U	(IN)
* V	(IN)
* W	1.50 (%)
* X	(IN)
Y	(IN)
YY	(IN)
Z	(IN)
ZZ	(IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)

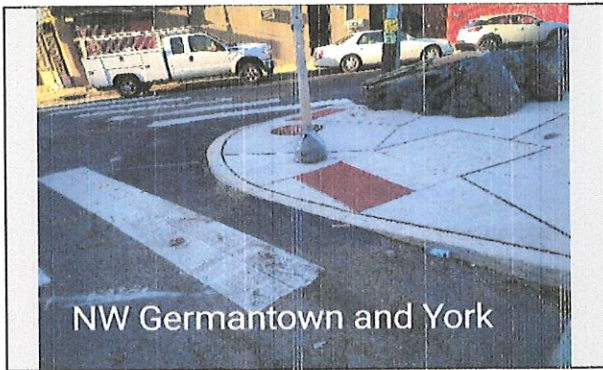
See the last tab of this workbook for instructions



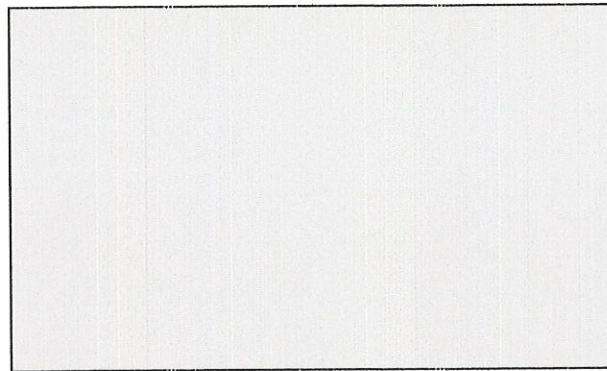
Insert Picture 1



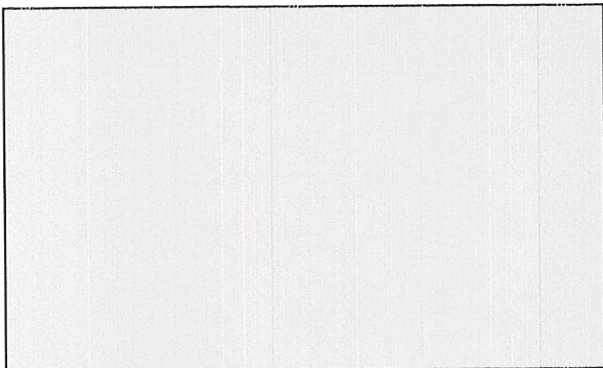
Insert Picture 4



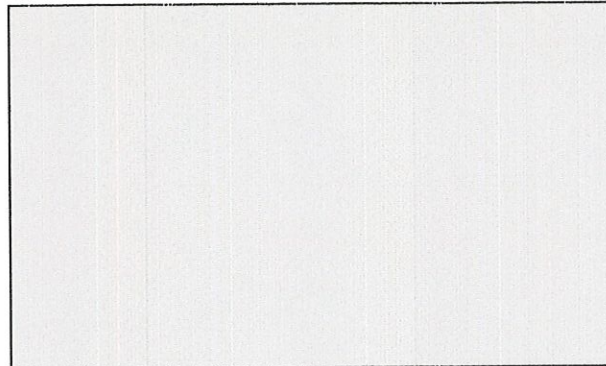
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

Germantown + York Ramp 0



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	-1.70	%	
Cross Slope in Front of Ramp (Road Profile)	1.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.0	%
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-2-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

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

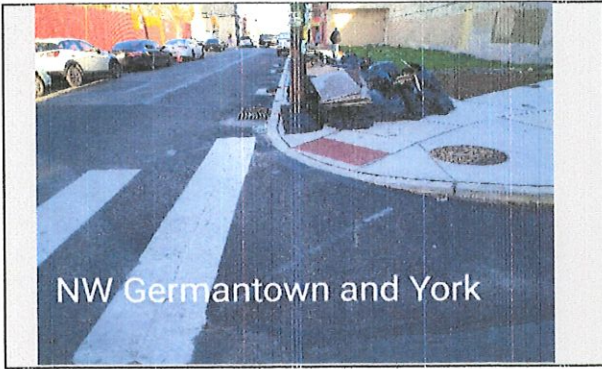
MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

"0.00" inches or %		
*	A	49 (IN)
*	B	51 (IN)
*	C	6.70 (%)
*	D	8.60 (%)
*	E	8.50 (%)
*	F	6.90 (%)
*	G	7.90 (%)
*	H	9.60 (%)
*	I	8.80 (%)
*	J	139 (IN)
*	K	4 (IN)
*	L	48 (IN)
*	M	148 (IN)
*	N	4 (IN)
*	O	44 (IN)
*	P	49 (IN)
*	Q	3.00 (%)
*	R	0.20 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

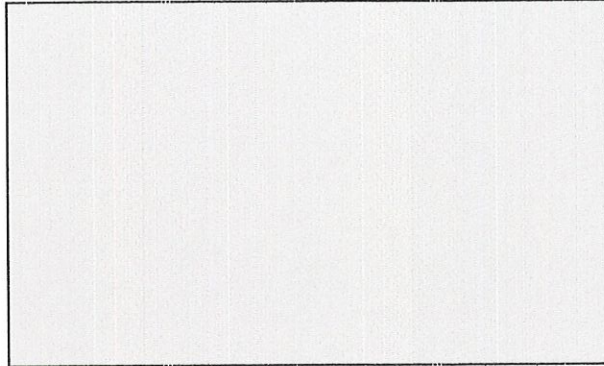
(insert comments below)

DD 4.7 EE 2.3

See the last tab of this workbook for instructions



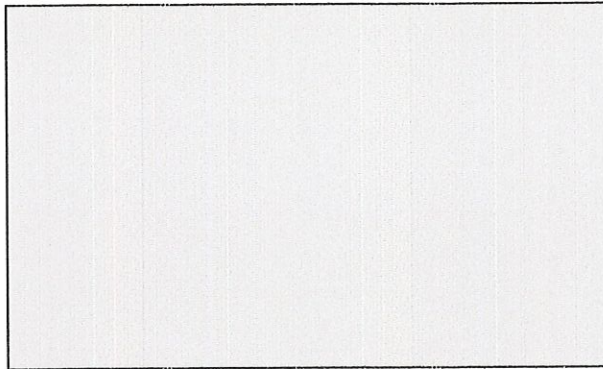
Insert Picture 1



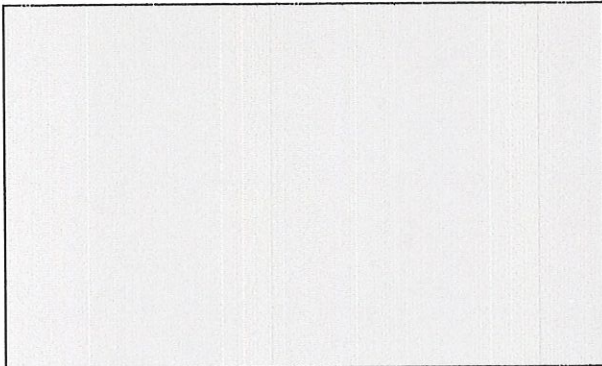
Insert Picture 4



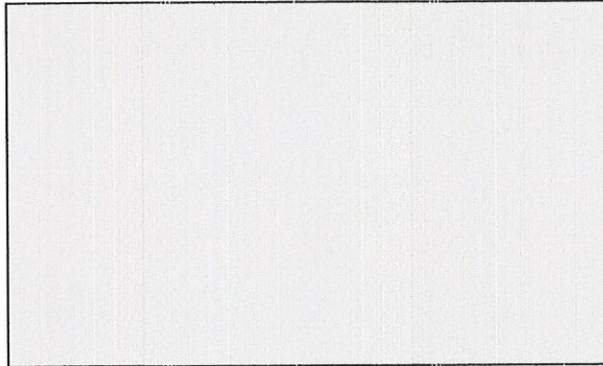
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

11K + Cumberland Ramp E



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.00	%	
Cross Slope in Front of Ramp (Road Profile)	0.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	9.0	%
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-14-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

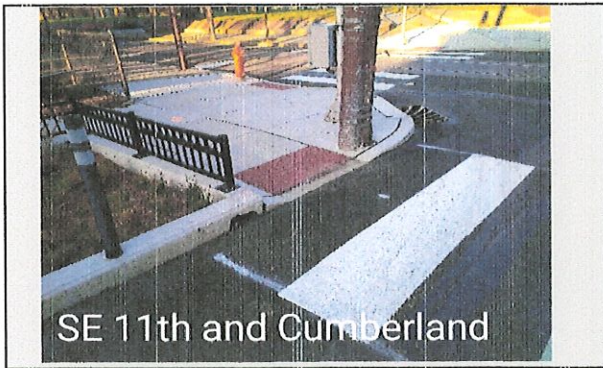
NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	82 (IN)
*	C	8.00 (%)
*	D	9.20 (%)
*	E	10.00 (%)
*	F	7.90 (%)
*	G	7.60 (%)
*	H	7.60 (%)
*	I	5.10 (%)
*	J	135 (IN)
*	K	6 (IN)
*	L	71 (IN)
*	M	138 (IN)
*	N	6 (IN)
*	O	63 (IN)
*	P	55 (IN)
*	Q	3.00 (%)
*	R	4.20 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

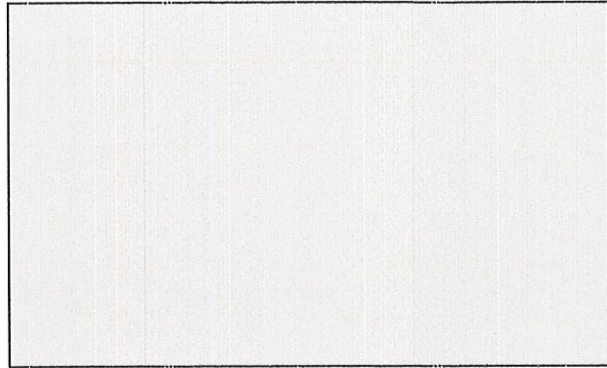
(insert comments below)

DD 2.2 EE 3.4

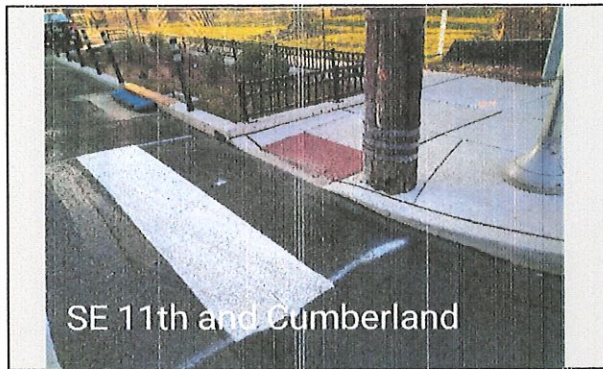
See the last tab of this workbook for instructions



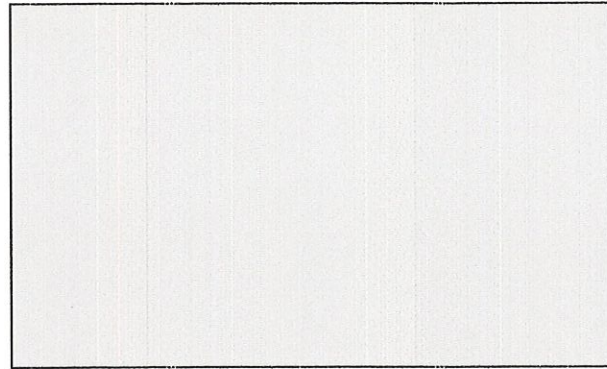
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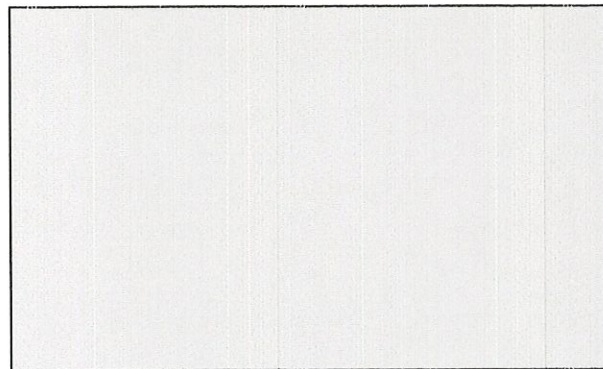
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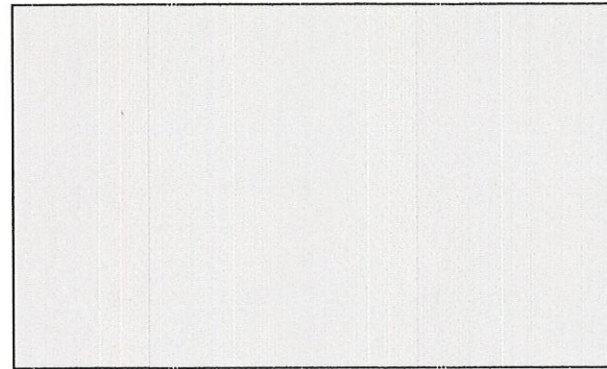
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

11th + Cumberland Ramp M



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	9.6	%
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

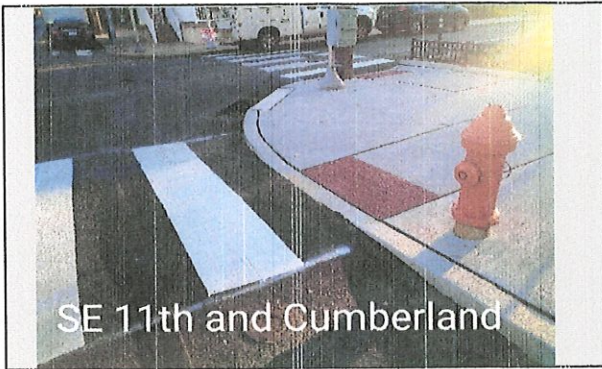
Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-12-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

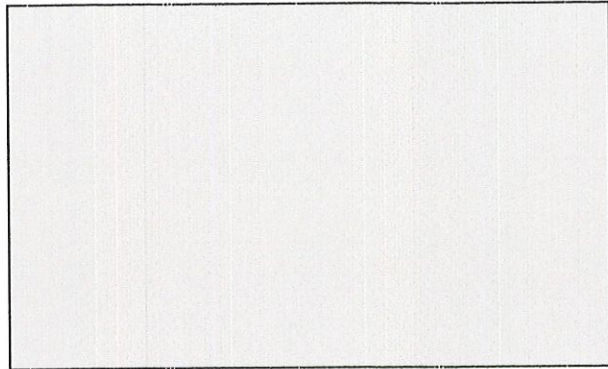
See the last tab of this workbook for instructions

<p style="text-align: center;">TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p style="text-align: center;"><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;"><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																
<p style="text-align: center;">TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p style="text-align: center;">TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p style="text-align: center;"><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																
<p style="text-align: center;">TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;">BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>60 (IN)</td></tr> <tr><td>*</td><td>C</td><td>5.10 (%)</td></tr> <tr><td>*</td><td>D</td><td>(%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>5.10 (%)</td></tr> <tr><td>*</td><td>G</td><td>5.00 (%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>(%)</td></tr> <tr><td>*</td><td>J</td><td>62 (IN)</td></tr> <tr><td>*</td><td>K</td><td>3 (IN)</td></tr> <tr><td>*</td><td>L</td><td>12 (IN)</td></tr> <tr><td>*</td><td>M</td><td>153 (IN)</td></tr> <tr><td>*</td><td>N</td><td>4 (IN)</td></tr> <tr><td>*</td><td>O</td><td>32 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>R</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.30 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	60 (IN)	*	C	5.10 (%)	*	D	(%)	*	E	(%)	*	F	5.10 (%)	*	G	5.00 (%)	*	H	(%)	*	I	(%)	*	J	62 (IN)	*	K	3 (IN)	*	L	12 (IN)	*	M	153 (IN)	*	N	4 (IN)	*	O	32 (IN)	*	P	48 (IN)	*	Q	1.60 (%)	*	R	2.00 (%)	*	S	1.60 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.30 (%)	*	X	(IN)	*	Y	(IN)	*	YY	(IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
"0.00" inches or %																																																																																																		
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*	CC	(IN)																																																																																																
<p style="text-align: center;">TYPE A MEDIAN</p>	<p style="text-align: center;">NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																	
<p style="text-align: center;"><input type="checkbox"/> TYPE B MEDIAN</p>	<p style="text-align: center;">1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>																																																																																																	
<p style="text-align: center;">(insert comments below)</p>																																																																																																		
<p>DD 4.1 EE 2.6</p>																																																																																																		

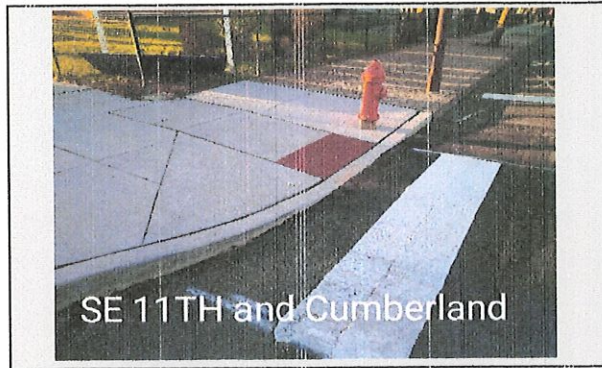
See the last tab of this workbook for instructions



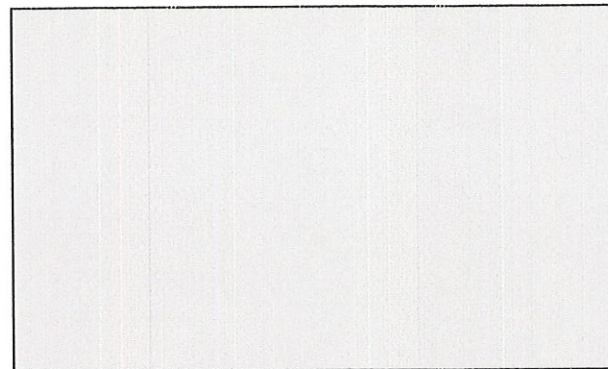
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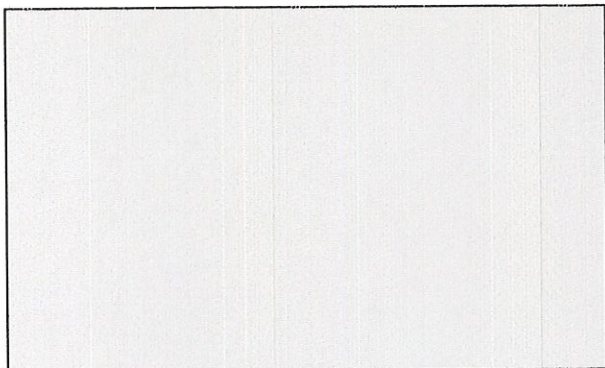
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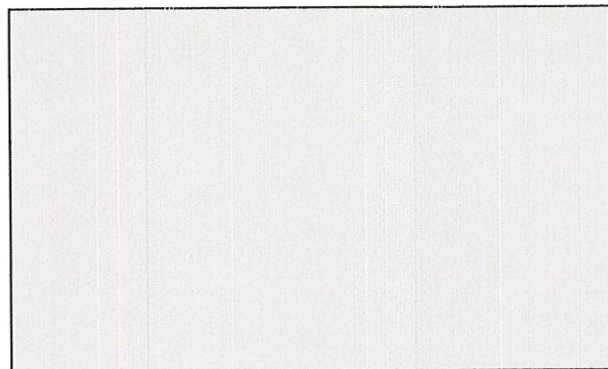
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

12th + Cumberland Ramp A



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.70	%	
Cross Slope in Front of Ramp (Road Profile)	1.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	6.1	%
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)		14	
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-14-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

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

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

"0.00" inches or %	
* A	48 (IN)
* B	89 (IN)
* C	5.40 (%)
* D	5.00 (%)
* E	4.90 (%)
* F	5.10 (%)
* G	5.50 (%)
* H	5.10 (%)
* I	4.20 (%)
* J	164 (IN)
K	5 (IN)
L	91 (IN)
* M	140 (IN)
N	5 (IN)
O	87 (IN)
* P	49 (IN)
* Q	0.80 (%)
* R	2.90 (%)
* S	1.70 (%)
T	(IN)
U	(IN)
* V	(%)
* W	1.90 (%)
* X	(IN)
Y	(IN)
Z	(IN)
ZZ	(IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)

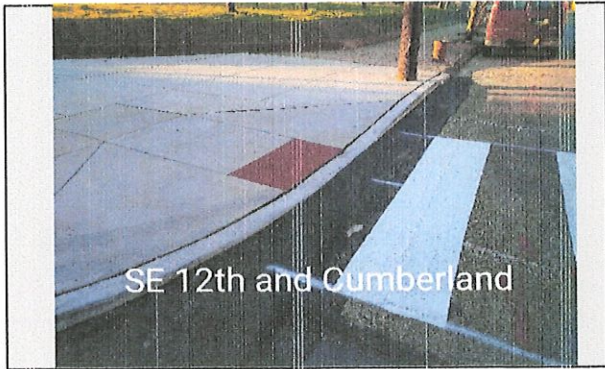
(insert comments below)

DD.3 EE -.7

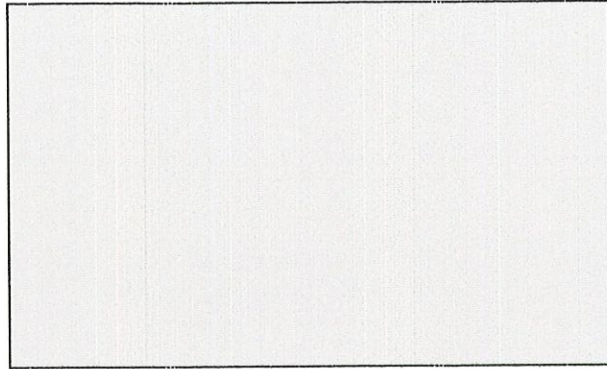
Sheet 2 - Inspection Form Continued

C-06-101-60000-2022-02-28-14-Type1

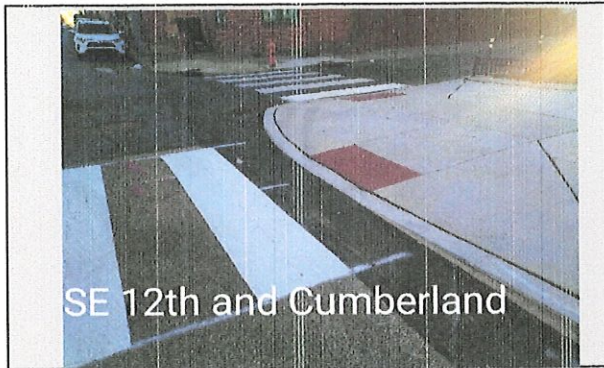
See the last tab of this workbook for instructions



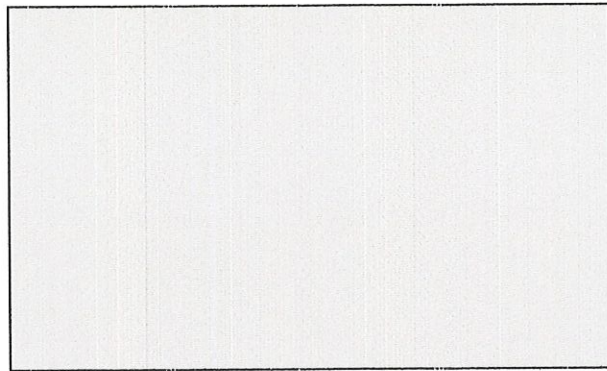
Insert Picture 1



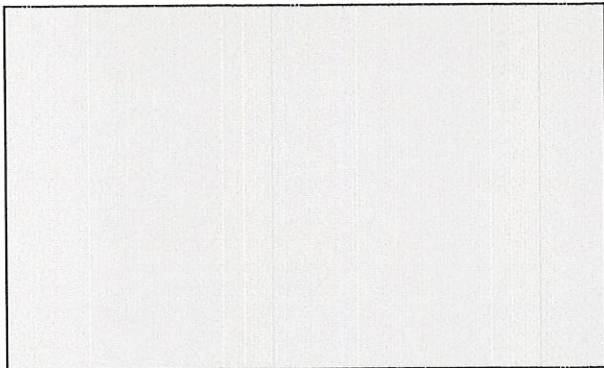
Insert Picture 4



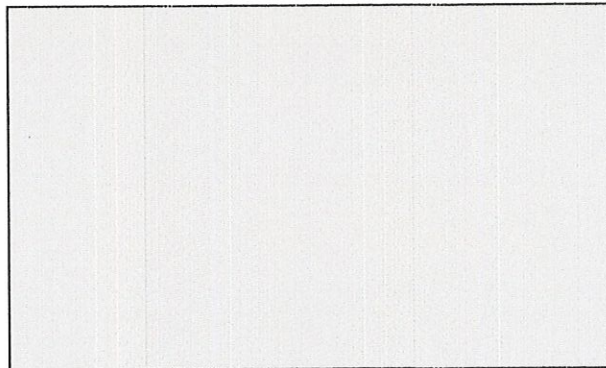
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

12th + Cumberland Ramp B



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.70	%	
Cross Slope in Front of Ramp (Road Profile)	1.20	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	10.0	%
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg	(segment)	(offset)	
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg	(segment)	(offset)	
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg	(segment)	(offset)	
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

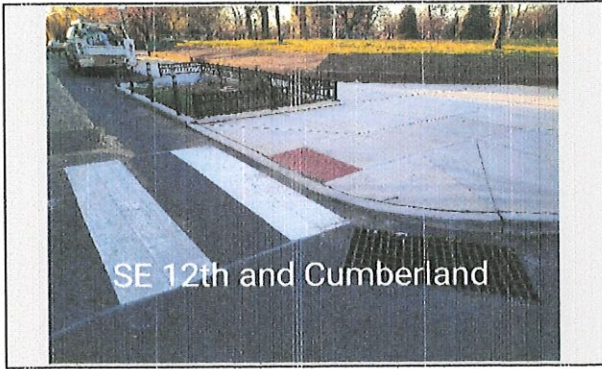
Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-12-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

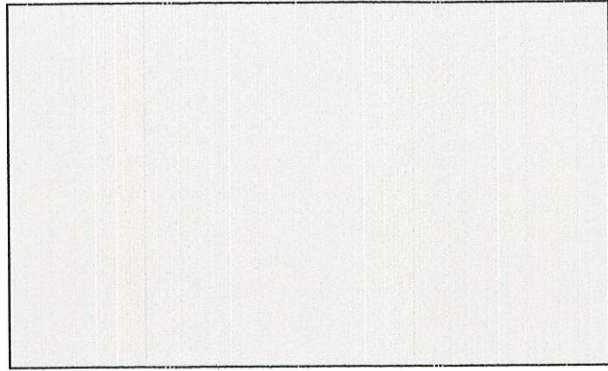
See the last tab of this workbook for instructions

<p style="text-align: center;">TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p style="text-align: center;">TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;">TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p style="text-align: center;">TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p style="text-align: center;">TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p style="text-align: center;">TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p style="text-align: center;">TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;">BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>64 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.30 (%)</td></tr> <tr><td>*</td><td>D</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>E</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>F</td><td>3.60 (%)</td></tr> <tr><td>*</td><td>G</td><td>6.60 (%)</td></tr> <tr><td>*</td><td>H</td><td>6.40 (%)</td></tr> <tr><td>*</td><td>I</td><td>4.60 (%)</td></tr> <tr><td>*</td><td>J</td><td>131 (IN)</td></tr> <tr><td>*</td><td>K</td><td>3 (IN)</td></tr> <tr><td>*</td><td>L</td><td>96 (IN)</td></tr> <tr><td>*</td><td>M</td><td>140 (IN)</td></tr> <tr><td>*</td><td>N</td><td>5 (IN)</td></tr> <tr><td>*</td><td>O</td><td>69 (IN)</td></tr> <tr><td>*</td><td>P</td><td>49 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.70 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.10 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(IN)</td></tr> <tr><td>*</td><td>W</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	48 (IN)	*	B	64 (IN)	*	C	6.30 (%)	*	D	1.00 (%)	*	E	3.50 (%)	*	F	3.60 (%)	*	G	6.60 (%)	*	H	6.40 (%)	*	I	4.60 (%)	*	J	131 (IN)	*	K	3 (IN)	*	L	96 (IN)	*	M	140 (IN)	*	N	5 (IN)	*	O	69 (IN)	*	P	49 (IN)	*	Q	1.70 (%)	*	R	1.00 (%)	*	S	1.10 (%)	*	T	(IN)	*	U	(IN)	*	V	(IN)	*	W	1.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	(IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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*	CC	(IN)																																																																																																	
<p style="text-align: center;">TYPE A MEDIAN</p>	<p style="text-align: center;">TYPE B MEDIAN</p>	<p style="text-align: center;">NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																	
<p style="text-align: center;">1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>																																																																																																			
(insert comments below)																																																																																																			
DD .2 EE -5																																																																																																			

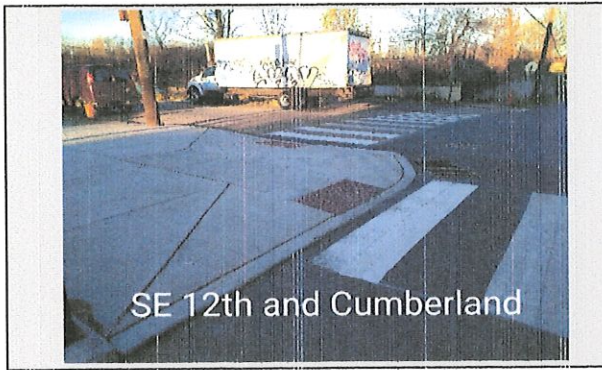
See the last tab of this workbook for instructions



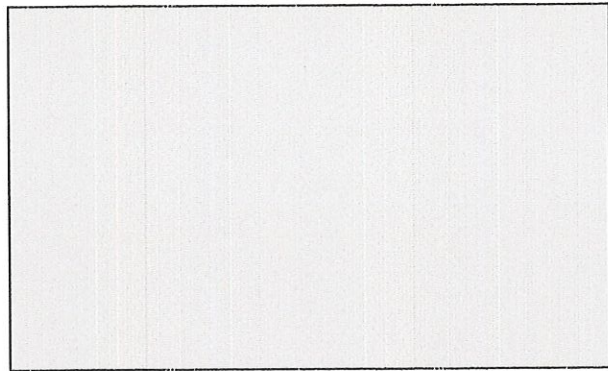
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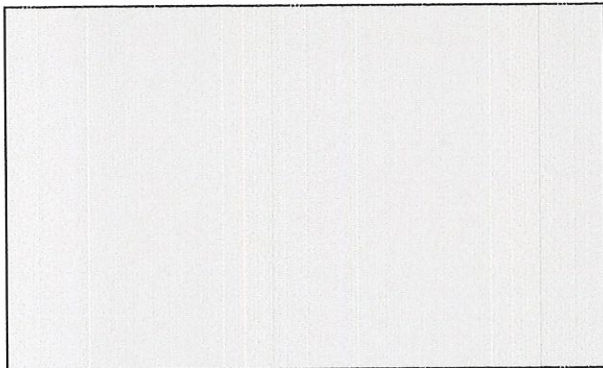
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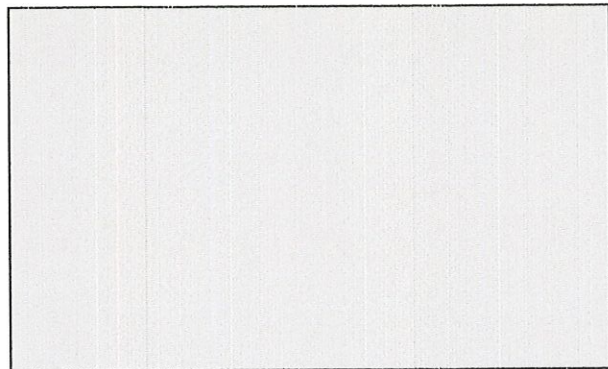
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

11th + Cumberland Ramp C



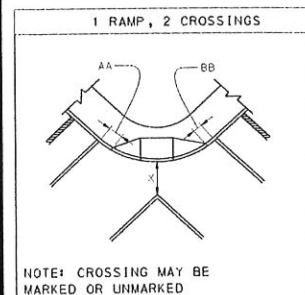
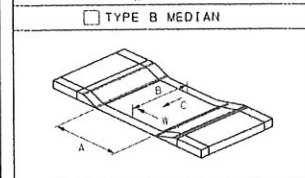
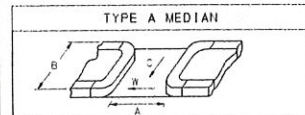
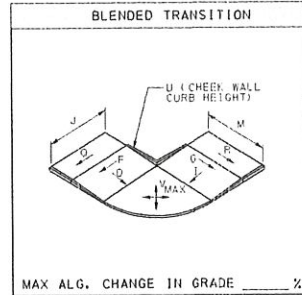
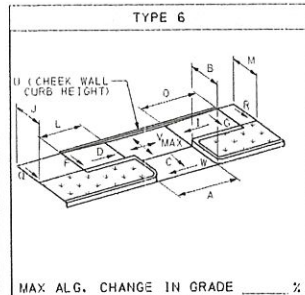
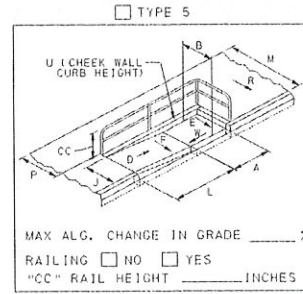
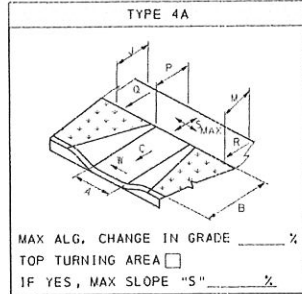
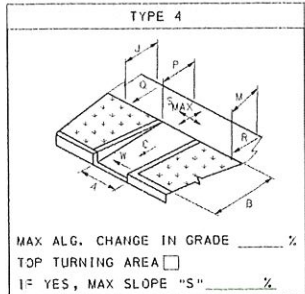
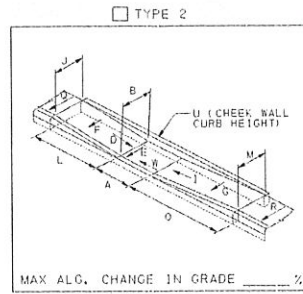
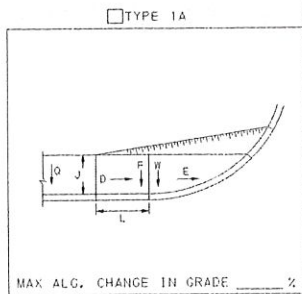
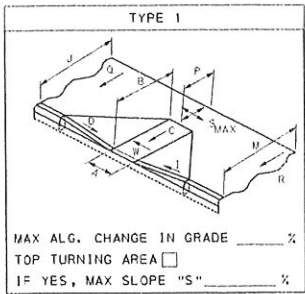
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28	
Field Investigators 1				
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	-1.00	%		
Cross Slope in Front of Ramp (Road Profile)	1.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	Alg Δ Grade	2.4	%	
Intersection Ramp # of #	1	4		
*Ramp Location (Use Figure Below)	19			
*Curb Ramp Type	Type 1			
*North Leg	(segment)	(offset)		
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other			
*East Leg	(segment)	(offset)		
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other			
*South Leg	(segment)	(offset)		
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other			
*West Leg	(segment)	(offset)		
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other			

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-19-Type1
* Status	Current
Level of Service	<input checked="" type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions



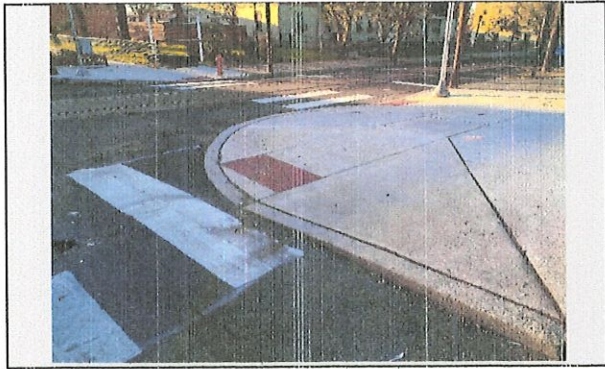
- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

"0.00" inches or %		
*	A	50 (IN)
*	B	128 (IN)
*	C	3.40 (%)
*	D	2.80 (%)
*	E	3.40 (%)
*	F	2.50 (%)
*	G	3.60 (%)
*	H	4.40 (%)
*	I	4.30 (%)
*	J	137 (IN)
*	K	4 (IN)
*	L	76 (IN)
*	M	249 (IN)
*	N	4 (IN)
*	O	100 (IN)
*	P	49 (IN)
*	Q	0.20 (%)
*	R	2.00 (%)
*	S	2.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

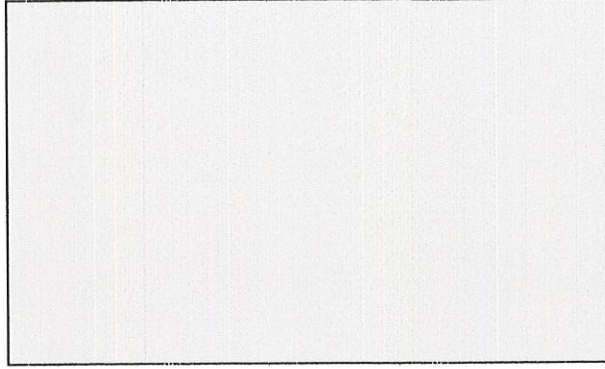
(insert comments below)

DD -2.5 EE -2.7 Transition Strip 1.75

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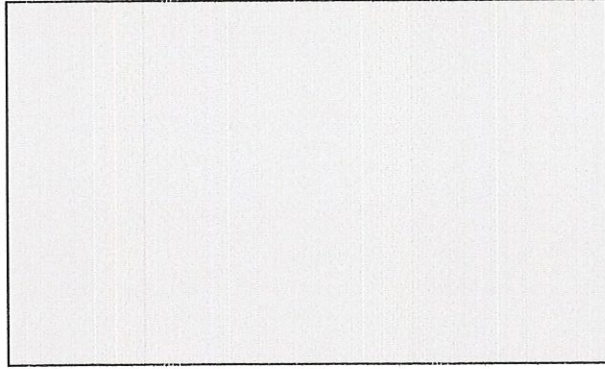
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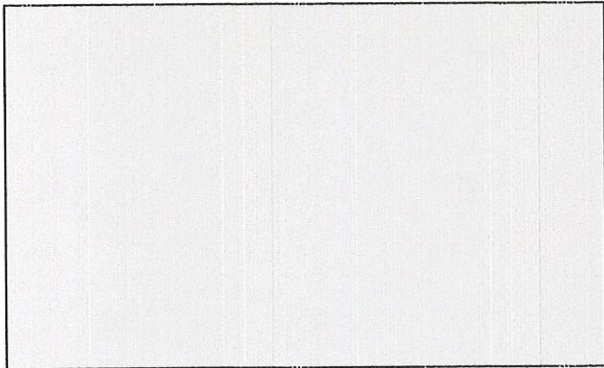
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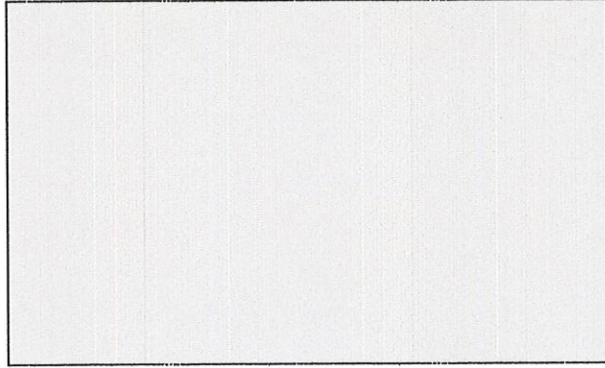
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

114 ← Cumberland Ramp D



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	02	28
Field Investigators 1			
Field Investigators 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.20	%	
Cross Slope in Front of Ramp (Road Profile)	1.20	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #		Alg Δ Grade	5.9 %
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg		(segment)	(offset)
*North Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*East Leg		(segment)	(offset)
*East Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*South Leg		(segment)	(offset)
*South Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		
*West Leg		(segment)	(offset)
*West Leg Desc.	<input type="checkbox"/> SR <input type="checkbox"/> St <input type="checkbox"/> Other		

Northbound

Accessible Push Buttons	No
Asset # (auto)	C-06-101-60000-2022-02-28-17-Type1
* Status	Current
Level of Service	<input type="checkbox"/> Meets RC-67M <input type="checkbox"/> As Per Contract Documents <input type="checkbox"/> Ex - Provides Max Access <input type="checkbox"/> Non-Compliant

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

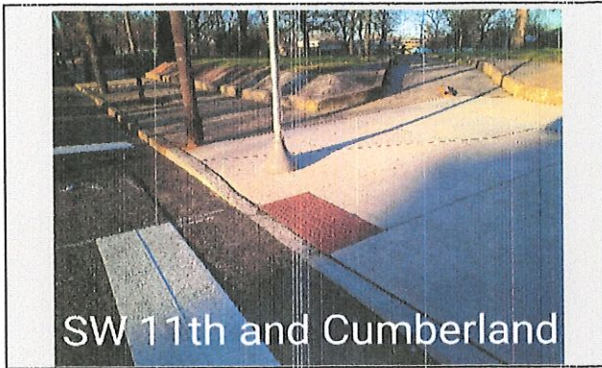
NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	158 (IN)
*	C	5.70 (%)
*	D	7.40 (%)
*	E	9.70 (%)
*	F	6.20 (%)
*	G	7.50 (%)
*	H	10.20 (%)
*	I	8.20 (%)
*	J	23 (IN)
*	K	5 (IN)
*	L	68 (IN)
*	M	210 (IN)
*	N	5 (IN)
*	O	97 (IN)
*	P	48 (IN)
*	Q	4.50 (%)
*	R	2.90 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

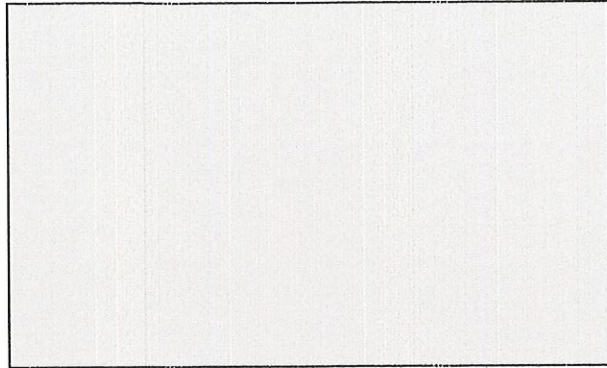
(insert comments below)

DD.9 EE 1.2

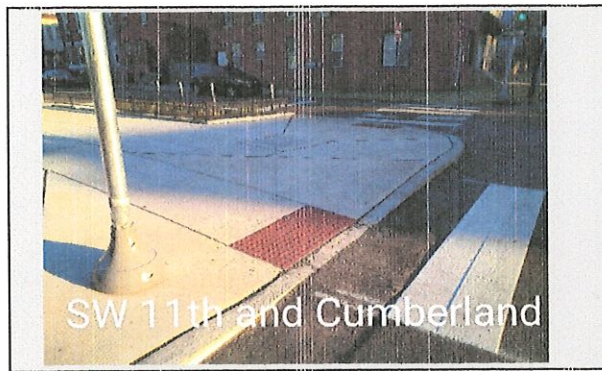
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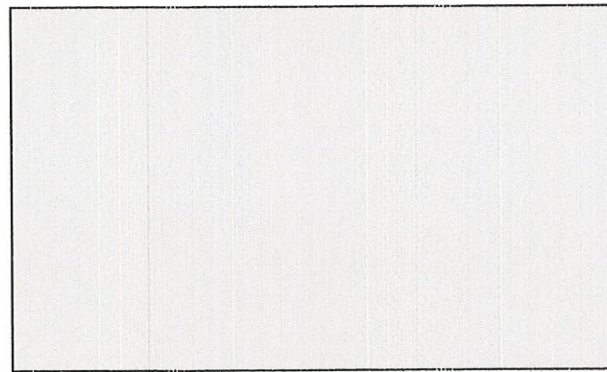
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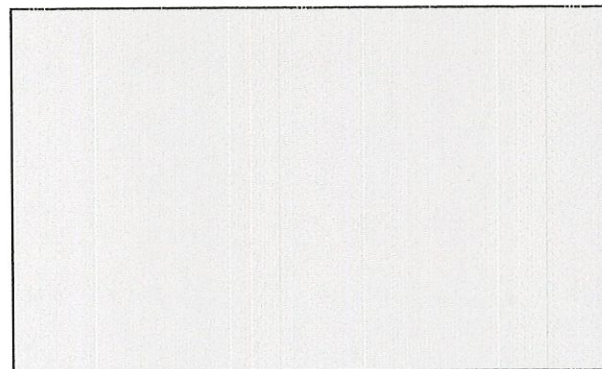
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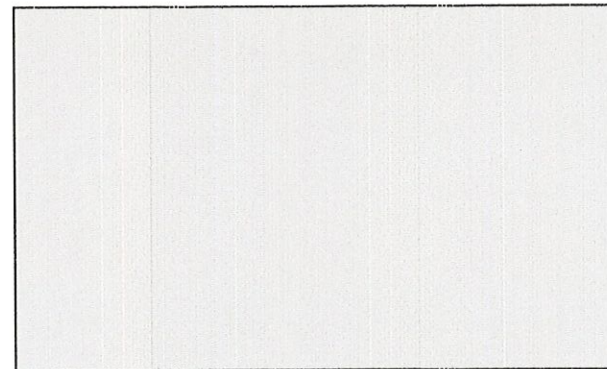
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.30	%	
Cross Slope in Front of Ramp (Road Profile)	1.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	41	44	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Dupont	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Dupont	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BakerSt-DupontSt-BakerSt-DupontSt-2021-05-25-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	69 (IN)
*	C	1.73 (%)
*	D	1.75 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.01 (%)
*	J	69 (IN)
*	K	(IN)
*	L	(IN)
*	M	79 (IN)
*	N	(IN)
*	O	(IN)
*	P	67 (IN)
*	Q	2.39 (%)
*	R	0.95 (%)
*	S	1.98 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



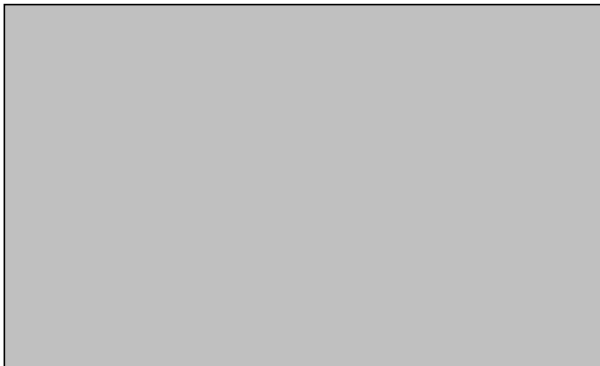
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.83	%	
Cross Slope in Front of Ramp (Road Profile)	0.17	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	42	44	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Dupont	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Dupont	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BakerSt-DupontSt-BakerSt-DupontSt-2021-05-25-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

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

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

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

TYPE 4A

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

TYPE 5

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

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

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

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

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	52 (IN)
*	B	73 (IN)
*	C	5.51 (%)
*	D	3.64 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.83 (%)
*	J	74 (IN)
*	K	(IN)
*	L	(IN)
*	M	59 (IN)
*	N	(IN)
*	O	(IN)
*	P	66 (IN)
*	Q	3.75 (%)
*	R	2.67 (%)
*	S	1.06 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.07 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



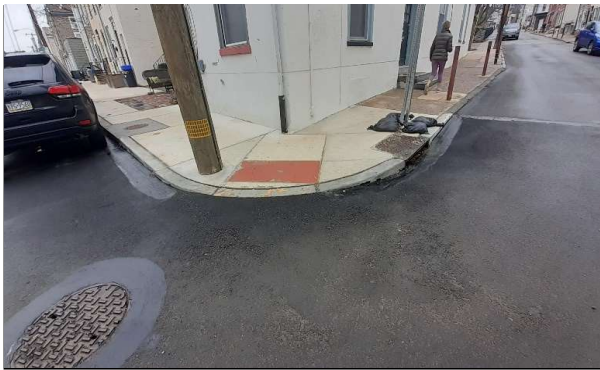
Insert Picture 1



Insert Picture 4



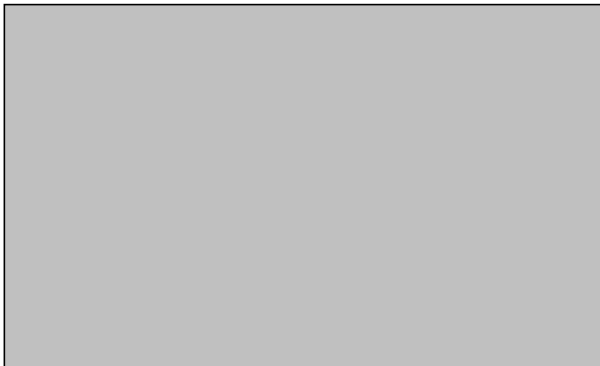
Insert Picture 2



Insert Picture 5





Insert Picture 3



Insert Picture 6

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

*Facility Type		Complete Section Below to ADD Location to Transition Plan	
<input checked="" type="checkbox"/> Curb Ramp <input type="checkbox"/> Sidewalk <input type="checkbox"/> Ped. Push Button <input type="checkbox"/> Ped. Signal <input type="checkbox"/> Other _____		*Add Location to Transition Plan <input type="checkbox"/> Yes <input type="checkbox"/> No Suggested Repair _____ N/A Approx. Repair Costs _____ N/A Actual Repair Costs _____ N/A Actual Repair _____ N/A Date Repaired _____ N/A	
Justification for Technically Infeasible		General Information	
<i>(check all that apply)</i> <input type="checkbox"/> Limited Right-of-Way <input checked="" type="checkbox"/> Existing Utilities <input checked="" type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 _____ <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		*District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # _____	
Project Information		Submitter Information	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input checked="" type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian Trip Generators <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Safety Concerns <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No R9-3A "No Peds" Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Crosswalk <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Sidewalk <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Push Buttons <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No ADT _____		Submitted By: James Eder, P.E. Submitter Company: Hunt Engineering Street Address: 22 E King Street City State Zip: Malvern, PA 19355 Telephone: 610-644-4600 *Date Submitted: April 29, 2019	
Location Identification		Location Identification	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input checked="" type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian Trip Generators <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Safety Concerns <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No R9-3A "No Peds" Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Crosswalk <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Sidewalk <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Push Buttons <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No ADT _____		Northbound Baker Street *SR North - Segment, Offset _____ *SR South - Segment, Offset _____ Dupont Street *SR East - Segment, Offset _____ Dupont Street *SR West - Segment, Offset _____ 07 Location # _____	
Investigated design alternatives		Why alternative was not selected	
1.) increase landing area cross slope		Landing area slope is already maxed out	
2.) Shift ramp further South		Shifting the ramp further south would decrease the 3.0' PAR	
Alternative selected and description of what requirement is not met			
A type 1 ramp with a 8.9% slope, 5.1% landing slope, 1.2% ramp cross slope, and 16.0% & 10.8% flare slope was selected due to the location of the existing building and sidewalk grades. This design exceeds the maximum allowable ramp slope of 8.33%, flare slopes of 10%, and landing slope of 2%. This design provides access to the maximum extent feasible.			
			
ADA Review Committee Recommendation		ADE of Design Approval Status	
<input type="checkbox"/> Approved <input type="checkbox"/> Denied ADA Review Committee Chair - Date _____		<input type="checkbox"/> Approved <input type="checkbox"/> Denied District ADE of Design - Date _____	
TIF #:		TIF-06-Philadelphia-Philadelphia City-(Baker Street)-(Dupont Street)-(Dupont Street)-07-Apr 29, 2019	
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)			

(01-09)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Increasing the landing area cross slope would increase the ramp slope that is already at 9.0%. For this reason, this alternative was not selected.

Investigated Design Alternative #2

Decreasing the flare slopes would increase the ramp slope which is already at 9.0%. For this reason, this alternative was not selected.

Investigated Design Alternative #3

Shifting the ramp further south would result in a pedestrian access route less than the current proposed 3.0'. For this reason, this alternative was not selected.

Summary

A ramp with 8.9% transition slope, and a 5.1%(max.) landing slope was selected due to the existing steep slopes at this corner and the proposed elevations of the ramp. This design exceeds the maximum allowable transition slope of 8.3%, and the maximum landing area slope of 2.0%. Due to the existing existing steep slopes and existing back of sidewalk elevations, this design provides access to the maximum extent feasible.

TIF #: *TIF-06-Philadelphia-Philadelphia City-(Baker Street)-(-)(Dupont Street)-(Dupont Street)-07-Apr 29, 2019*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.16	%	
Cross Slope in Front of Ramp (Road Profile)	0.43	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	39	44	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Krams	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Krams	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A		
Asset # (auto)	C-06-101-60000-BakerSt-KramsAve-BakerSt-KramsAve-2021-05-25-9-Type1		
* Status	Current		
Level of Service	Meets RC-67M		

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	70 (IN)
*	C	1.27 (%)
*	D	0.80 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.18 (%)
*	J	48 (IN)
*	K	(IN)
*	L	(IN)
*	M	95 (IN)
*	N	(IN)
*	O	(IN)
*	P	66 (IN)
*	Q	1.27 (%)
*	R	0.86 (%)
*	S	1.66 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.43 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



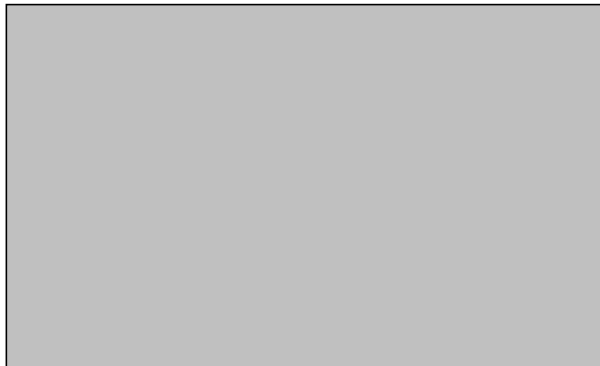
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.26	%	
Cross Slope in Front of Ramp (Road Profile)	1.27	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	40	44	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Krams	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Krams	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BakerSt-KramsAve-BakerSt-KramsAve-2021-05-25-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	52 (IN)
*	B	81 (IN)
*	C	2.16 (%)
*	D	7.76 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.51 (%)
*	J	107 (IN)
*	K	(IN)
*	L	(IN)
*	M	59 (IN)
*	N	(IN)
*	O	(IN)
*	P	72 (IN)
*	Q	0.33 (%)
*	R	1.09 (%)
*	S	1.75 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.51 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



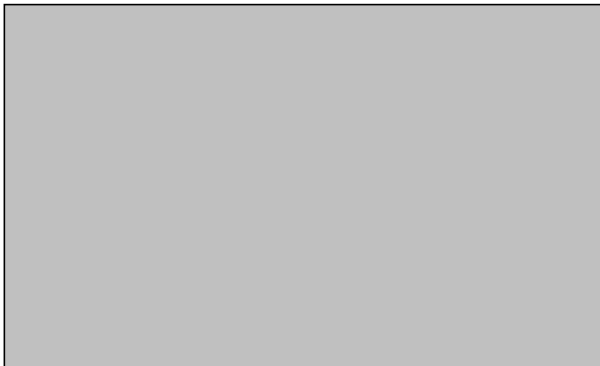
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.37	%	
Cross Slope in Front of Ramp (Road Profile)	1.79	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	29	44	
*Ramp Location (Use Figure Below)	03		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Leverington	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Leverington	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BakerSt-LeveringtonAve-BakerSt-LeveringtonAve-2021-05-25-3-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	71 (IN)
*	C	1.49 (%)
*	D	7.86 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	10.86 (%)
*	J	63 (IN)
*	K	(IN)
*	L	(IN)
*	M	64 (IN)
*	N	(IN)
*	O	(IN)
*	P	46 (IN)
*	Q	5.31 (%)
*	R	8.71 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.47 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



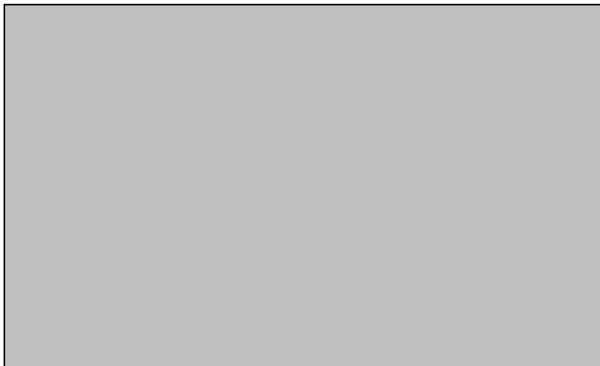
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

*Facility Type		Complete Section Below to ADD Location to Transition Plan	
<input checked="" type="checkbox"/> Curb Ramp <input type="checkbox"/> Sidewalk <input type="checkbox"/> Ped. Push Button <input type="checkbox"/> Ped. Signal <input type="checkbox"/> Other _____		*Add Location to Transition Plan <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Suggested Repair _____ N/A Approx. Repair Costs _____ N/A Actual Repair Costs _____ N/A Actual Repair _____ N/A Date Repaired _____ N/A	
Justification for Technically Infeasible		General Information	
(check all that apply) <input type="checkbox"/> Limited Right-of-Way <input checked="" type="checkbox"/> Existing Utilities <input checked="" type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 _____ <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		*District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # _____	
Project Information		Submitter Information	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input checked="" type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic <input type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian Trip Generators <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Safety Concerns <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No R9-3A "No Peds" Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Existing Crosswalk <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Sidewalk <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Push Buttons <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No ADT _____		Submitted By: James Eder, P.E. Submitter Company: Hunt Engineering Street Address: 22 E King Street City State Zip: Malvern, PA 19355 Telephone: 610-644-4600 *Date Submitted: April 12, 2019	
Location Identification		Location Identification	
Baker Street *SR North - Segment, Offset Baker Street *SR South - Segment, Offset Leverington Street *SR East - Segment, Offset Leverington Street *SR West - Segment, Offset 04 Location #		Northbound 	
Investigated design alternatives		Why alternative was not selected	
1.) Lowering back of sidewalk		Lowering the bottom of step could cause a tripping hazard.	
2.) Increase ramp slopes		Increasing the ramp slopes would increase the western transition slopes.	
3.) Shift ramp further South		Shifting the ramp further south would lower the DC elevations	
Alternative selected and description of what requirement is not met			
A type 1 ramp with a 11.8% flare slope, and 13.3% and 17.0% transition slopes was selected due to the existing steep slopes at this corner and providing 6" reveal on the OMG inlet. This design exceeds the maximum allowable flare slope of 10.0%, and transition slope of 8.3%. This design provides access to the maximum extent feasible.			
ADA Review Committee Recommendation		ADE of Design Approval Status	
<input type="checkbox"/> Approved <input checked="" type="checkbox"/> Denied ADA Review Committee Chair - Date _____		<input type="checkbox"/> Approved <input checked="" type="checkbox"/> Denied District ADE of Design - Date _____	
TIF #:		TIF #:	
		TIF-06-Philadelphia-Philadelphia City-(Baker Street)-(Baker Street)-(Leverington Street)-(Leverington Street)-04-Apr 12, 2019	
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)			

(01-09)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Lowering the bottom of step would increase the step height and could cause a tripping hazard at the back of the walkway. For this reason, this alternative was not selected.

Investigated Design Alternative #2

Increasing the ramp slopes would increase the western transition slopes. The western transition is maxed out at 13.3% already, increasing the back of ramp elevations would further increase this transition slope. For this reason, this alternative was not selected.

Investigated Design Alternative #3

Shifting the ramp further south would decrease the bottom of ramp elevations at a rate greater than the noncompliant flare slope. This in turn would increase the noncompliant flare slope even more. For this reason, this alternative was not selected.

Summary

A ramp with a 11.8% flare slope, and 13.3% and 17.0% transition slopes was selected due to the existing steep slopes at this corner. This design exceeds the maximum allowable flare slope of 10.0% and transition slope of 8.3%. Due to the existing setps, existing steep slopes and the existing open mouth grate inlet, this design provides access to the maximum extent feasible.

TIF #: *TIF-06-Philadelphia-Philadelphia City-(Baker Street)-(Baker Street)-(Leverington Street)-(Leverington Street)-04-A*
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.42	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	31	44	
*Ramp Location (Use Figure Below)	13		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Leverington	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Leverington	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BakerSt-LeveringtonAve-BakerSt-LeveringtonAve-2021-05-25-13-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	50 (IN)
*	B	71 (IN)
*	C	2.13 (%)
*	D	6.74 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	5.49 (%)
*	J	48 (IN)
*	K	(IN)
*	L	(IN)
*	M	103 (IN)
*	N	(IN)
*	O	(IN)
*	P	45 (IN)
*	Q	1.47 (%)
*	R	0.75 (%)
*	S	0.53 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.61 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



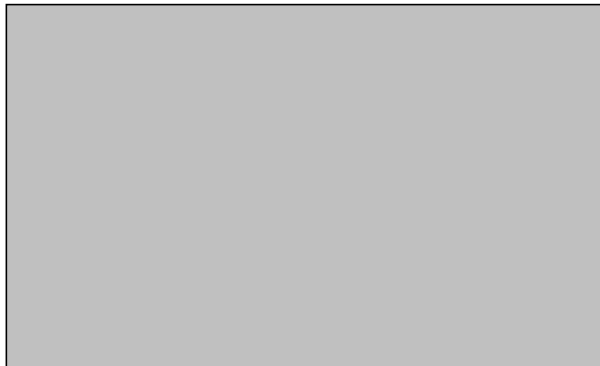
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.19	%	
Cross Slope in Front of Ramp (Road Profile)	0.98	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	32	44	
*Ramp Location (Use Figure Below)	18		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Leverington	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Leverington	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BakerSt-LeveringtonAve-BakerSt-LeveringtonAve-2021-05-25-18-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	69 (IN)
*	C	0.27 (%)
*	D	7.98 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.33 (%)
*	J	55 (IN)
*	K	(IN)
*	L	(IN)
*	M	72 (IN)
*	N	(IN)
*	O	(IN)
*	P	47 (IN)
*	Q	3.86 (%)
*	R	3.18 (%)
*	S	1.95 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.71 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.13	%	
Cross Slope in Front of Ramp (Road Profile)	1.36	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	33	44	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Mallory	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Mallory	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BakerSt-MallorySt-BakerSt-MallorySt-2021-05-25-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	52 (IN)
*	B	73 (IN)
*	C	1.32 (%)
*	D	1.71 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	1.29 (%)
*	J	79 (IN)
*	K	(IN)
*	L	(IN)
*	M	59 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.00 (%)
*	R	2.00 (%)
*	S	0.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



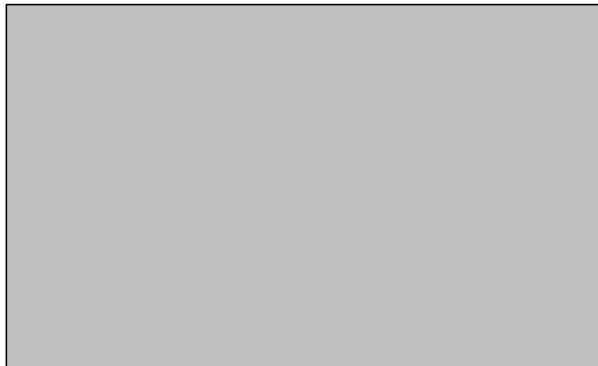
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.13	%	
Cross Slope in Front of Ramp (Road Profile)	1.36	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	33	44	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Mallory	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Mallory	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BakerSt-MallorySt-BakerSt-MallorySt-2021-05-25-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	52 (IN)
*	B	73 (IN)
*	C	1.32 (%)
*	D	1.71 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	1.29 (%)
*	J	79 (IN)
*	K	(IN)
*	L	(IN)
*	M	59 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.00 (%)
*	R	2.00 (%)
*	S	0.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



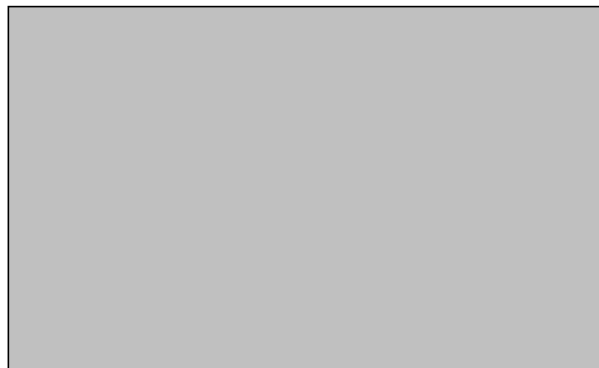
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.63	%	
Cross Slope in Front of Ramp (Road Profile)	1.98	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	37	44	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Mallory	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Mallory	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BakerSt-MallorySt-BakerSt-MallorySt-2021-05-25-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	64 (IN)
*	C	1.52 (%)
*	D	0.92 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.89 (%)
*	J	58 (IN)
*	K	(IN)
*	L	(IN)
*	M	56 (IN)
*	N	(IN)
*	O	(IN)
*	P	54 (IN)
*	Q	1.62 (%)
*	R	2.76 (%)
*	S	0.82 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.81 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



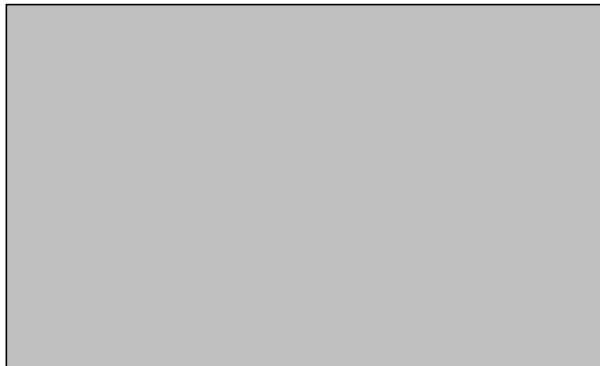
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.85	%	
Cross Slope in Front of Ramp (Road Profile)	1.52	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	38	44	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Mallory	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Mallory	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BakerSt-MallorySt-BakerSt-MallorySt-2021-05-25-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	70 (IN)
*	C	3.02 (%)
*	D	5.21 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	9.68 (%)
*	J	88 (IN)
*	K	(IN)
*	L	(IN)
*	M	55 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	8.69 (%)
*	R	2.78 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.79 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



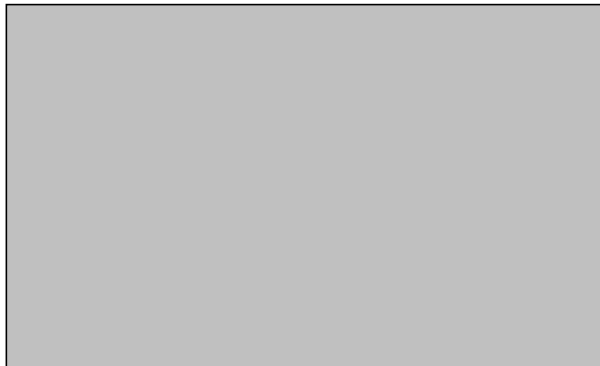
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.37	%	
Cross Slope in Front of Ramp (Road Profile)	1.93	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.0	%
Intersection Ramp # of #	27	44	
*Ramp Location (Use Figure Below)	18		
*Curb Ramp Type	Type 1		
*North Leg	Baker	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Ripka	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Baker	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Ripka	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BakerSt-RipkaSt-BakerSt-RipkaSt-2021-05-25-18-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	0.01 (%)
*	D	1.13 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.71 (%)
*	J	104 (IN)
*	K	(IN)
*	L	(IN)
*	M	52 (IN)
*	N	(IN)
*	O	(IN)
*	P	47 (IN)
*	Q	0.69 (%)
*	R	3.90 (%)
*	S	1.61 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



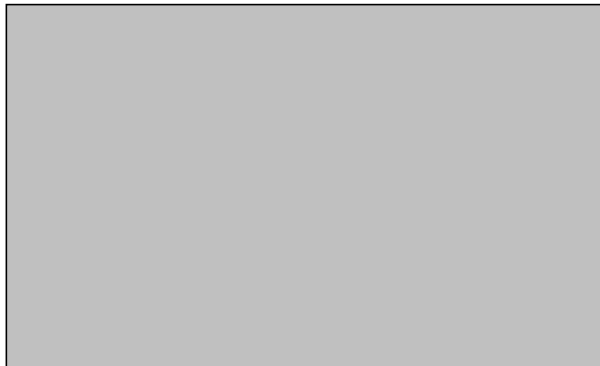
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	10.58	%	
Cross Slope in Front of Ramp (Road Profile)	2.71	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.0	%
Intersection Ramp # of #	19	44	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Wilde	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Ripka	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Wilde	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Ripka	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WildeSt-RipkaSt-WildeSt-RipkaSt-2021-05-25-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	57 (IN)
*	C	10.00 (%)
*	D	1.45 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	19.16 (%)
*	J	66 (IN)
*	K	(IN)
*	L	(IN)
*	M	68 (IN)
*	N	(IN)
*	O	(IN)
*	P	69 (IN)
*	Q	9.83 (%)
*	R	0.40 (%)
*	S	1.67 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.68 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



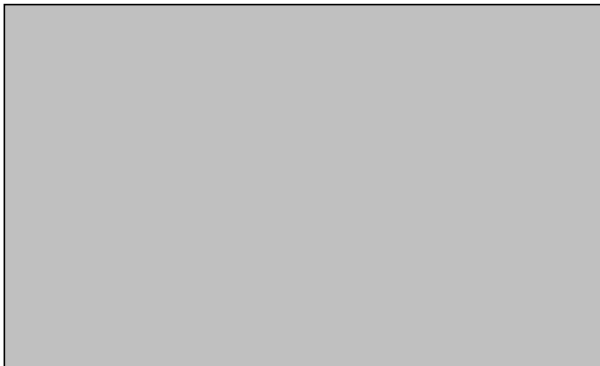
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	13.79	%	
Cross Slope in Front of Ramp (Road Profile)	3.24	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.0	%
Intersection Ramp # of #	23	44	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	Wilde	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Ripka	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Wilde	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Ripka	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WildeSt-RipkaSt-WildeSt-RipkaSt-2021-05-25-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	74 (IN)
*	C	8.90 (%)
*	D	17.67 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.15 (%)
*	J	85 (IN)
*	K	(IN)
*	L	(IN)
*	M	98 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	17.67 (%)
*	R	6.15 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.36 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



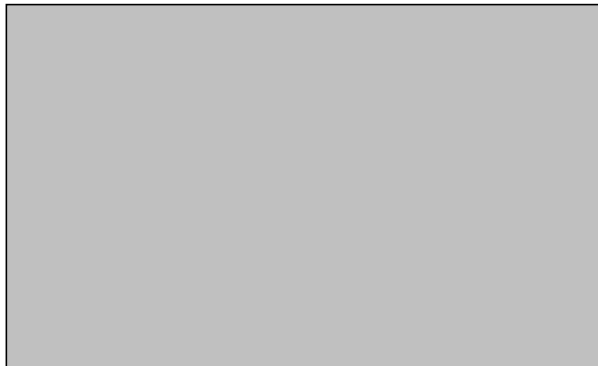
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	12.21	%	
Cross Slope in Front of Ramp (Road Profile)	4.36	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.0	%
Intersection Ramp # of #	24	44	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Wilde	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Ripka	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Wilde	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Ripka	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WildeSt-RipkaSt-WildeSt-RipkaSt-2021-05-25-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	69 (IN)
*	C	2.41 (%)
*	D	3.79 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.98 (%)
*	J	58 (IN)
*	K	(IN)
*	L	(IN)
*	M	111 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	2.05 (%)
*	R	6.10 (%)
*	S	4.61 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	4.43 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



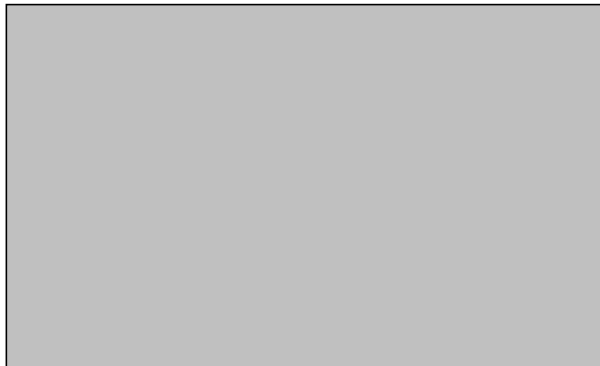
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.86	%	
Cross Slope in Front of Ramp (Road Profile)	2.84	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.0	%
Intersection Ramp # of #	25	44	
*Ramp Location (Use Figure Below)	03		
*Curb Ramp Type	Type 1		
*North Leg	Wilde	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Leverington	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Wilde	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Leverington	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WildeSt-LeveringtonAve-WildeSt-LeveringtonAve-2021-05-25-3-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	69 (IN)
*	C	0.54 (%)
*	D	3.43 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	16.05 (%)
*	J	70 (IN)
*	K	(IN)
*	L	(IN)
*	M	97 (IN)
*	N	(IN)
*	O	(IN)
*	P	44 (IN)
*	Q	0.54 (%)
*	R	5.01 (%)
*	S	1.41 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.91 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



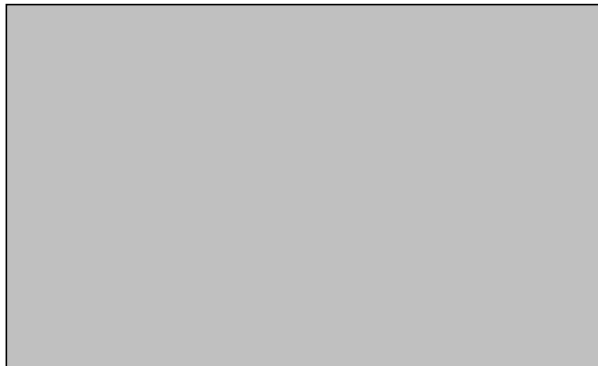
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.08	%	
Cross Slope in Front of Ramp (Road Profile)	2.20	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.0	%
Intersection Ramp # of #	26	44	
*Ramp Location (Use Figure Below)	08		
*Curb Ramp Type	Type 1		
*North Leg	Wilde	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Leverington	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Wilde	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Leverington	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WildeSt-LeveringtonAve-WildeSt-LeveringtonAve-2021-05-25-8-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	70 (IN)
*	C	3.66 (%)
*	D	20.45 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	0.99 (%)
*	J	85 (IN)
*	K	(IN)
*	L	(IN)
*	M	52 (IN)
*	N	(IN)
*	O	(IN)
*	P	46 (IN)
*	Q	9.65 (%)
*	R	8.15 (%)
*	S	1.39 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.32	%	
Cross Slope in Front of Ramp (Road Profile)	1.98	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	43	44	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	Wilde	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Mallory	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Wilde	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Mallory	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A		
Asset # (auto)	C-06-101-60000-WildeSt-MallorySt-WildeSt-MallorySt-2021-05-25-2-Type1		
* Status	Current		
Level of Service	Meets RC-67M		

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	71 (IN)
*	C	3.96 (%)
*	D	6.71 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.78 (%)
*	J	110 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	78 (IN)
*	Q	0.64 (%)
*	R	5.63 (%)
*	S	0.88 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.46 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



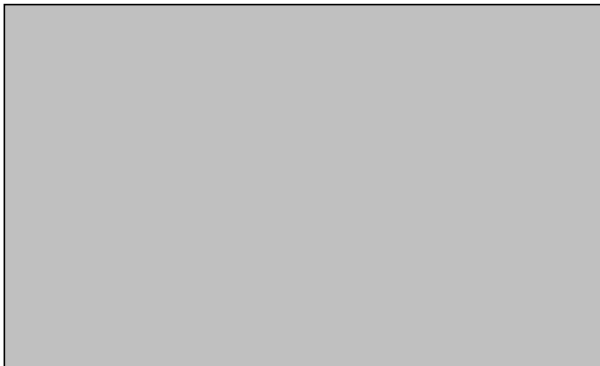
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.11	%	
Cross Slope in Front of Ramp (Road Profile)	1.89	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	44	44	
*Ramp Location (Use Figure Below)	18		
*Curb Ramp Type	Type 1		
*North Leg	Wilde	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Mallory	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Wilde	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Mallory	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WildeSt-MallorySt-WildeSt-MallorySt-2021-05-25-18-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	35 (IN)
*	C	0.00 (%)
*	D	5.41 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.80 (%)
*	J	58 (IN)
*	K	(IN)
*	L	(IN)
*	M	63 (IN)
*	N	(IN)
*	O	(IN)
*	P	38 (IN)
*	Q	3.95 (%)
*	R	4.68 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



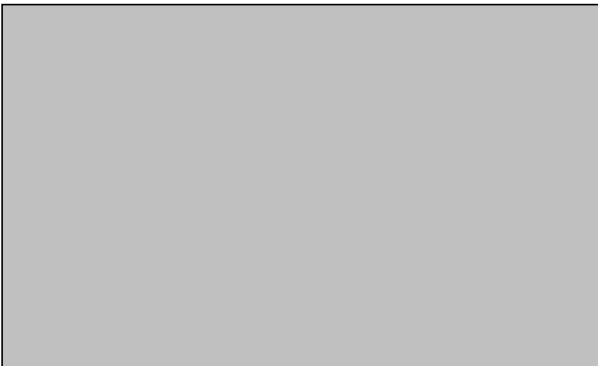
Insert Picture 4



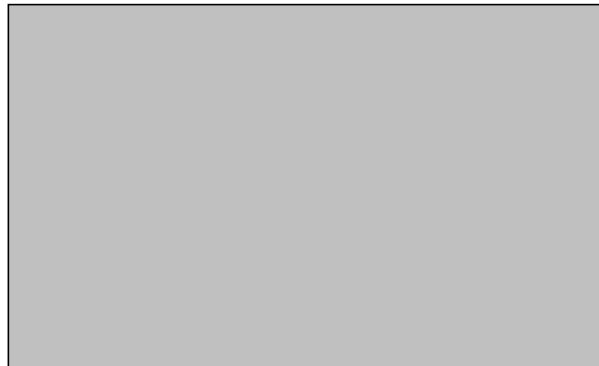
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.32	%	
Cross Slope in Front of Ramp (Road Profile)	1.98	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	43	44	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	Wilde	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Mallory	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Wilde	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Mallory	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WildeSt-MallorySt-WildeSt-MallorySt-2021-05-25-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	71 (IN)
*	C	3.96 (%)
*	D	6.71 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.78 (%)
*	J	110 (IN)
*	K	(IN)
*	L	(IN)
*	M	48 (IN)
*	N	(IN)
*	O	(IN)
*	P	78 (IN)
*	Q	0.64 (%)
*	R	5.63 (%)
*	S	0.88 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.46 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



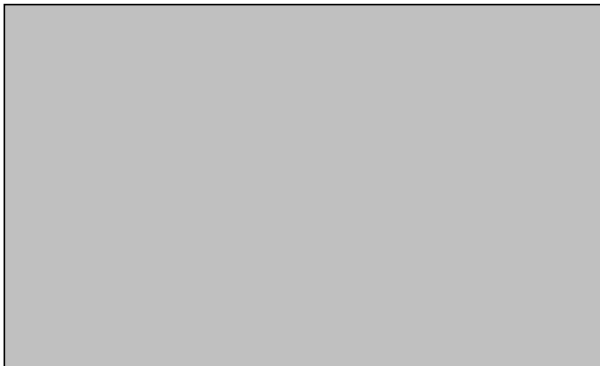
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.11	%	
Cross Slope in Front of Ramp (Road Profile)	1.89	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	44	44	
*Ramp Location (Use Figure Below)	18		
*Curb Ramp Type	Type 1		
*North Leg	Wilde	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Mallory	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Wilde	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Mallory	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WildeSt-MallorySt-WildeSt-MallorySt-2021-05-25-18-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	35 (IN)
*	C	0.00 (%)
*	D	5.41 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.80 (%)
*	J	58 (IN)
*	K	(IN)
*	L	(IN)
*	M	63 (IN)
*	N	(IN)
*	O	(IN)
*	P	38 (IN)
*	Q	3.95 (%)
*	R	4.68 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



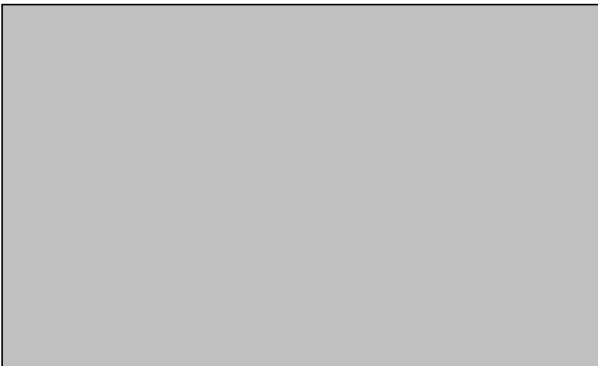
Insert Picture 4



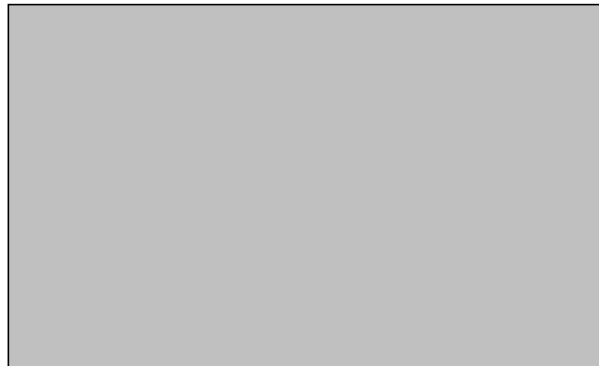
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	12.01	%	
Cross Slope in Front of Ramp (Road Profile)	4.15	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.0	%
Intersection Ramp # of #	21	44	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	Wilde	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Ripka	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Wilde	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Ripka	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WildeSt-RipkaSt-WildeSt-RipkaSt-2021-05-25-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	71 (IN)
*	C	19.19 (%)
*	D	3.93 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	12.74 (%)
*	J	70 (IN)
*	K	(IN)
*	L	(IN)
*	M	70 (IN)
*	N	(IN)
*	O	(IN)
*	P	65 (IN)
*	Q	17.74 (%)
*	R	8.65 (%)
*	S	3.27 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	3.89 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



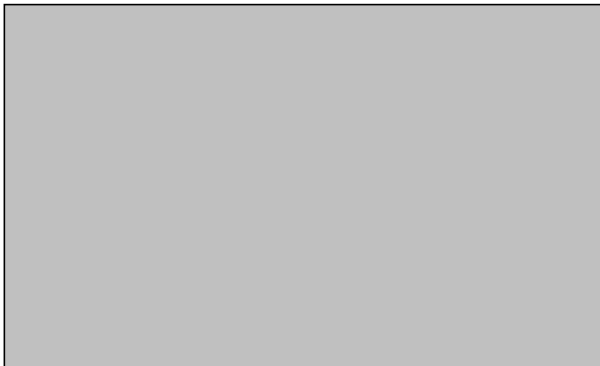
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

*Facility Type		Complete Section Below to ADD Location to Transition Plan	
<input checked="" type="checkbox"/> Curb Ramp <input type="checkbox"/> Sidewalk <input type="checkbox"/> Ped. Push Button <input type="checkbox"/> Ped. Signal <input type="checkbox"/> Other _____		*Add Location to Transition Plan <input type="checkbox"/> Yes <input type="checkbox"/> No Suggested Repair _____ N/A Approx. Repair Costs _____ N/A Actual Repair Costs _____ N/A Actual Repair _____ N/A Date Repaired _____ N/A	
Justification for Technically Infeasible		General Information	
<i>(check all that apply)</i> <input type="checkbox"/> Limited Right-of-Way <input checked="" type="checkbox"/> Existing Utilities <input checked="" type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 _____ <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		*District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # _____	
Project Information		Submitter Information	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input checked="" type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian Trip Generators <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No Safety Concerns <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No R9-3A "No Peds" Signs <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No Existing Crosswalk <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Sidewalk <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Existing Push Buttons <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No ADT _____		Submitted By: James Eder, P.E. Submitter Company: Hunt Engineering Street Address: 22 e King Street City State Zip: Malvern, PA 19355 Telephone: 610-644-4600 *Date Submitted: April 19, 2019	
Location Identification		Location Identification	
Wilde Street *SR North - Segment, Offset Wilde Street *SR South - Segment, Offset N/A *SR East - Segment, Offset Ripka Street *SR West - Segment, Offset 02 Location # _____		Northbound 	
Investigated design alternatives		Why alternative was not selected	
1.) Lower back of sidewalk		Lowering the back of sidewalk would increase the right transition slopes	
2.) Shift ramp further west		Moving the ramp further west would not help with the ramp slopes	
3.) Shift ramp further east		Moving the ramp further east would rotate and shrink the ramp	
Alternative selected and description of what requirement is not met			
A ramp with a 20.0% ramp slope, 9.2% landing slope, 5.5% ramp cross slope, and 10.2% & 20.1% transition slopes was selected due to the wall and existing steep slopes at the corner. This design exceeds the maximum allowable ramp slope of 8.3%, landing slope of 4.2% and transition slope of 8.3%. This design provides access to the maximum extent feasible.			
ADA Review Committee Recommendation		ADE of Design Approval Status	
<input type="checkbox"/> Approved <input type="checkbox"/> Denied ADA Review Committee Chair - Date _____		<input type="checkbox"/> Approved <input type="checkbox"/> Denied District ADE of Design - Date _____	
TIF #:		TIF-06-Philadelphia-Philadelphia City-(Wilde Street)-(Wilde Street)-(N/A)-(Ripka Street)-02-Apr 19, 2019 (TIF Number automatically assigned. All fields marked with * provide data for TIF #)	

(01-09)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Lowering the back of sidewalk would increase the already high 20.0% right transition slopes. For this reason, this alternative was not selected.

Investigated Design Alternative #2

Shifting the ramp further west would not help with the ramp slopes and would increase the crossslopes in the ramp to match the back of sidewalk. For this reason, this alternative was not selected.

Investigated Design Alternative #3

Shifting the ramp further east would require rotating the ramp or increasing the triangular area. Both of these options would reduce the ramp length and increase the ramp slopes. For this reason, this alternative was not selected.

Summary

The design alternative selected is a ramp with a 20% ramp slope, 9.2% landing slope, a 5.5% ramp cross slope, and 20.1% & 10.2% transition slopes, which exceeds the maximum allowable ramp slope of 8.3%, landing slope of 2.0% and transition slope of 8.3%. Due to the wall and the existing steep slopes, this design provides access to the maximum extent feasible.

TIF #: *TIF-06-Philadelphia-Philadelphia City-(Wilde Street)-(Wilde Street)-(N/A)-(Ripka Street)-02-Apr 19, 2019*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	12.01	%	
Cross Slope in Front of Ramp (Road Profile)	4.15	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.0	%
Intersection Ramp # of #	22	44	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Wilde	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Ripka	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Wilde	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Ripka	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WildeSt-RipkaSt-WildeSt-RipkaSt-2021-05-25-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	2.22 (%)
*	D	0.58 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.32 (%)
*	J	55 (IN)
*	K	(IN)
*	L	(IN)
*	M	125 (IN)
*	N	(IN)
*	O	(IN)
*	P	64 (IN)
*	Q	3.96 (%)
*	R	6.20 (%)
*	S	2.34 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.22 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



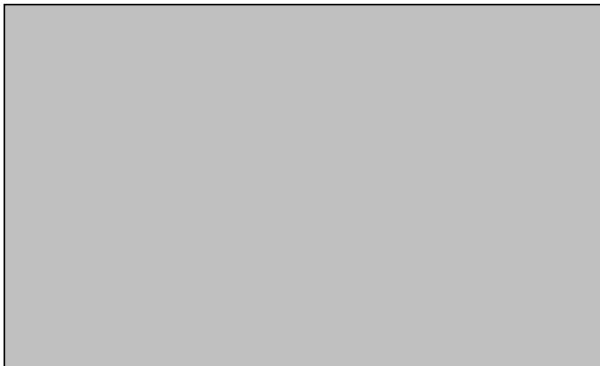
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



- Vine St - Ramp 1 of 1

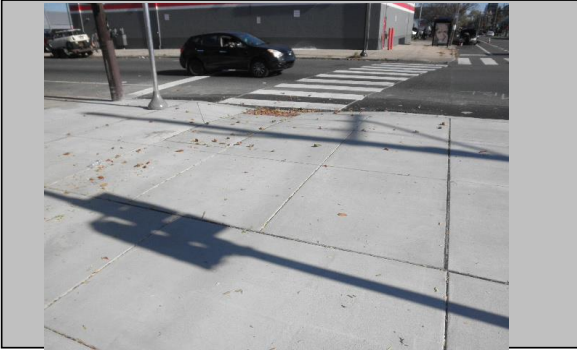
*Date of Design (yyyy mm dd)	2018	11	10
Designer 1	PHILIP ASABERE (SEPTA)		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	4.41	%	2.87 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	12.6	
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	N 57th	(segment)	(offset)
*North Leg Desc.	St	NA	NA
*East Leg	Vine	(segment)	(offset)
*East Leg Desc.	St	NA	NA
*South Leg	N 57th	(segment)	(offset)
*South Leg Desc.	St	NA	NA
*West Leg	Vine	(segment)	(offset)
*West Leg Desc.	St	NA	NA
Ramp Coordinates	Latitude	39.96597	
	Longitude	-75.23398	

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	Yes	
Push Button Turning Area - Max Slope (%)	999.00	Comments: RAMP IS LOCATED AT A SIGNALISED INTERSECTION
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-N57thSt-VineSt-N57thSt-VineSt-2018-11-10-4-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>78</td><td>(IN)</td></tr> <tr><td>C</td><td>7.50</td><td>(%)</td></tr> <tr><td>D</td><td>9.20</td><td>(%)</td></tr> <tr><td>E</td><td>11.38</td><td>(%)</td></tr> <tr><td>F</td><td>6.85</td><td>(%)</td></tr> <tr><td>G</td><td>8.15</td><td>(%)</td></tr> <tr><td>H</td><td>10.73</td><td>(%)</td></tr> <tr><td>I</td><td>7.00</td><td>(%)</td></tr> <tr><td>J</td><td>210</td><td>(IN)</td></tr> <tr><td>K</td><td>6</td><td>(IN)</td></tr> <tr><td>L</td><td>75</td><td>(IN)</td></tr> <tr><td>M</td><td>210</td><td>(IN)</td></tr> <tr><td>N</td><td>4</td><td>(IN)</td></tr> <tr><td>O</td><td>60</td><td>(IN)</td></tr> <tr><td>P</td><td>48</td><td>(IN)</td></tr> <tr><td>Q</td><td>0.57</td><td>(%)</td></tr> <tr><td>R</td><td>1.43</td><td>(%)</td></tr> <tr><td>S</td><td>1.50</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>2.87</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>144</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>2.08</td><td>(%)</td></tr> <tr><td>EE</td><td>1.60</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>No</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			A	48	(IN)	B	78	(IN)	C	7.50	(%)	D	9.20	(%)	E	11.38	(%)	F	6.85	(%)	G	8.15	(%)	H	10.73	(%)	I	7.00	(%)	J	210	(IN)	K	6	(IN)	L	75	(IN)	M	210	(IN)	N	4	(IN)	O	60	(IN)	P	48	(IN)	Q	0.57	(%)	R	1.43	(%)	S	1.50	(%)	T		(IN)	U		(IN)	V		(%)	W	2.87	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	144	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	2.08	(%)	EE	1.60	(%)	DWS Transition Strip		No	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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J	210	(IN)																																																																																																												
K	6	(IN)																																																																																																												
L	75	(IN)																																																																																																												
M	210	(IN)																																																																																																												
N	4	(IN)																																																																																																												
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W	2.87	(%)																																																																																																												
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DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
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Comments

- **ine St - Ramp 1 of 1**



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

- Vine St - Ramp 2 of 1

*Date of Design (yyyy mm dd)	2018	11	10
Designer 1	PHILIP ASABERE (SEPTA)		
Designer 2	NA		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	0.50	%	0.25 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	4.3	
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	N 57th	(segment)	(offset)
*North Leg Desc.	St	NA	NA
*East Leg	Vine	(segment)	(offset)
*East Leg Desc.	St	NA	NA
*South Leg	N 57th	(segment)	(offset)
*South Leg Desc.	St	NA	NA
*West Leg	Vine	(segment)	(offset)
*West Leg Desc.	St	NA	NA
Ramp Coordinates	Latitude	39.96589	
	Longitude	-75.23403	

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	999.00 Comments: RAMP IS LOCATED AT A SIGNALISED INTERSECTION
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-N57thSt-VineSt-N57thSt-VineSt-2018-11-10-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>A</td><td>48 (IN)</td></tr> <tr><td>B</td><td>48 (IN)</td></tr> <tr><td>C</td><td>3.75 (%)</td></tr> <tr><td>D</td><td>7.80 (%)</td></tr> <tr><td>E</td><td>8.43 (%)</td></tr> <tr><td>F</td><td>3.75 (%)</td></tr> <tr><td>G</td><td>3.75 (%)</td></tr> <tr><td>H</td><td>7.80 (%)</td></tr> <tr><td>I</td><td>7.38 (%)</td></tr> <tr><td>J</td><td>180 (IN)</td></tr> <tr><td>K</td><td>6 (IN)</td></tr> <tr><td>L</td><td>60 (IN)</td></tr> <tr><td>M</td><td>216 (IN)</td></tr> <tr><td>N</td><td>5 (IN)</td></tr> <tr><td>O</td><td>60 (IN)</td></tr> <tr><td>P</td><td>48 (IN)</td></tr> <tr><td>Q</td><td>1.72 (%)</td></tr> <tr><td>R</td><td>1.77 (%)</td></tr> <tr><td>S</td><td>0.75 (%)</td></tr> <tr><td>T</td><td>(IN)</td></tr> <tr><td>U</td><td>(IN)</td></tr> <tr><td>V</td><td>(%)</td></tr> <tr><td>W</td><td>0.25 (%)</td></tr> <tr><td>X</td><td>(IN)</td></tr> <tr><td>Y</td><td>(IN)</td></tr> <tr><td>YY</td><td>120 (IN)</td></tr> <tr><td>Z</td><td>(IN)</td></tr> <tr><td>ZZ</td><td>999 (IN) No Stop Bar</td></tr> <tr><td>AA</td><td>(IN)</td></tr> <tr><td>BB</td><td>(IN)</td></tr> <tr><td>CC</td><td>(IN)</td></tr> <tr><td>DD</td><td>1.09 (%)</td></tr> <tr><td>EE</td><td>0.20 (%)</td></tr> <tr><td>DWS Transition Strip</td><td>No</td></tr> <tr><td>DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %		A	48 (IN)	B	48 (IN)	C	3.75 (%)	D	7.80 (%)	E	8.43 (%)	F	3.75 (%)	G	3.75 (%)	H	7.80 (%)	I	7.38 (%)	J	180 (IN)	K	6 (IN)	L	60 (IN)	M	216 (IN)	N	5 (IN)	O	60 (IN)	P	48 (IN)	Q	1.72 (%)	R	1.77 (%)	S	0.75 (%)	T	(IN)	U	(IN)	V	(%)	W	0.25 (%)	X	(IN)	Y	(IN)	YY	120 (IN)	Z	(IN)	ZZ	999 (IN) No Stop Bar	AA	(IN)	BB	(IN)	CC	(IN)	DD	1.09 (%)	EE	0.20 (%)	DWS Transition Strip	No	DWS Transition Strip Slope (FF)	(%)
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE 7</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																										
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																										

- Vine St - Ramp 2 of 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



- ine St - Ramp of 1

*Date of Design (yyyy mm dd)	2018	11	10
Designer 1	PHILIP ASABERE (SEPTA)		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	3.00	%	0.50 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	6.3	
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	N 57th	(segment)	(offset)
*North Leg Desc.	St	NA	NA
*East Leg	Vine	(segment)	(offset)
*East Leg Desc.	St	NA	NA
*South Leg	N 57th	(segment)	(offset)
*South Leg Desc.	St	NA	NA
*West Leg	Vine	(segment)	(offset)
*West Leg Desc.	St	NA	NA
Ramp Coordinates	Latitude	39.96580	
	Longitude	-75.23406	

Z° = Ramp Angle w/Crosswalk

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes	
Push Button Turning Area - Max Slope (%)	999.00	Comments: RAMP IS LOCATED AT A SIGNALISED INTERSECTION
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-N57thSt-VineSt-N57thSt-VineSt-2018-11-10-19-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	



- ine St - Ramp of 1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																						
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																						
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>72</td><td>(IN)</td></tr> <tr><td>C</td><td>3.10</td><td>(%)</td></tr> <tr><td>D</td><td>4.90</td><td>(%)</td></tr> <tr><td>E</td><td>4.30</td><td>(%)</td></tr> <tr><td>F</td><td>3.17</td><td>(%)</td></tr> <tr><td>G</td><td>3.30</td><td>(%)</td></tr> <tr><td>H</td><td>5.50</td><td>(%)</td></tr> <tr><td>I</td><td>4.30</td><td>(%)</td></tr> <tr><td>J</td><td>216</td><td>(IN)</td></tr> <tr><td>K</td><td>6</td><td>(IN)</td></tr> <tr><td>L</td><td>60</td><td>(IN)</td></tr> <tr><td>M</td><td>180</td><td>(IN)</td></tr> <tr><td>N</td><td>6</td><td>(IN)</td></tr> <tr><td>O</td><td>72</td><td>(IN)</td></tr> <tr><td>P</td><td>48</td><td>(IN)</td></tr> <tr><td>Q</td><td>0.90</td><td>(%)</td></tr> <tr><td>R</td><td>0.10</td><td>(%)</td></tr> <tr><td>S</td><td>0.60</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>0.67</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>192</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>360</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>0.50</td><td>(%)</td></tr> <tr><td>EE</td><td>1.00</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			A	48	(IN)	B	72	(IN)	C	3.10	(%)	D	4.90	(%)	E	4.30	(%)	F	3.17	(%)	G	3.30	(%)	H	5.50	(%)	I	4.30	(%)	J	216	(IN)	K	6	(IN)	L	60	(IN)	M	180	(IN)	N	6	(IN)	O	72	(IN)	P	48	(IN)	Q	0.90	(%)	R	0.10	(%)	S	0.60	(%)	T		(IN)	U		(IN)	V		(%)	W	0.67	(%)	X		(IN)	Y		(IN)	YY	192	(IN)	Z		(IN)	ZZ	360	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	0.50	(%)	EE	1.00	(%)
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<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>	<table border="1"> <tr> <td>DWS Transition Strip</td> <td>No</td> <td></td> </tr> <tr> <td>DWS Transition Strip Slope (FF)</td> <td></td> <td>(%)</td> </tr> </table>	DWS Transition Strip	No		DWS Transition Strip Slope (FF)		(%)																																																																																																
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- Vine St - Ramp of 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2018	11	10
Designer 1	PHILIP ASABERE (SEPTA)		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	3.50	%	1.00 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	7.8	
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	N 57th	(segment)	(offset)
*North Leg Desc.	St	NA	NA
*East Leg	Vine	(segment)	(offset)
*East Leg Desc.	St	NA	NA
*South Leg	N 57th	(segment)	(offset)
*South Leg Desc.	St	NA	NA
*West Leg	Vine	(segment)	(offset)
*West Leg Desc.	St	NA	NA
Ramp Coordinates	Latitude	39.96576	
	Longitude	-75.23403	

Northbound

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work Yes

Push Button Turning Area - Max Slope (%)	999.00	Comments:	RAMP IS LOCATED AT A SIGNALISED INTERSECTION
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N57thSt-VineSt-N57thSt-VineSt-2018-11-10-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		



- ine St - Ramp of 1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p>		
<p><input type="checkbox"/> TYPE B MEDIAN</p>		

Comments

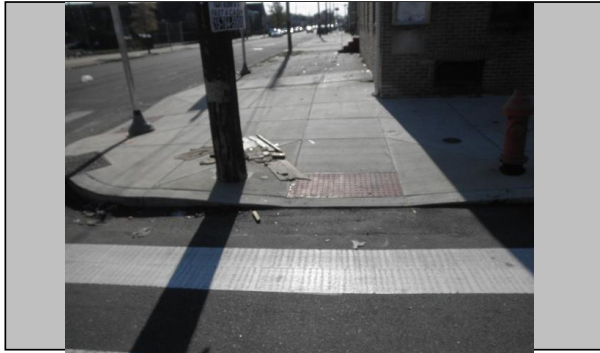
"0.00" inches or %	
A	48 (IN)
B	72 (IN)
C	4.30 (%)
D	4.70 (%)
E	5.60 (%)
F	4.90 (%)
G	4.00 (%)
H	7.00 (%)
I	7.60 (%)
J	216 (IN)
K	6 (IN)
L	72 (IN)
M	180 (IN)
N	6 (IN)
O	60 (IN)
P	48 (IN)
Q	1.50 (%)
R	0.50 (%)
S	1.40 (%)
T	(IN)
U	(IN)
V	(%)
W	0.80 (%)
X	(IN)
Y	(IN)
YY	120 (IN)
Z	(IN)
ZZ	999 (IN) No Stop Bar
AA	(IN)
BB	(IN)
CC	(IN)
DD	1.40 (%)
EE	0.90 (%)
DWS Transition Strip No	
DWS Transition Strip Slope (FF) (%)	



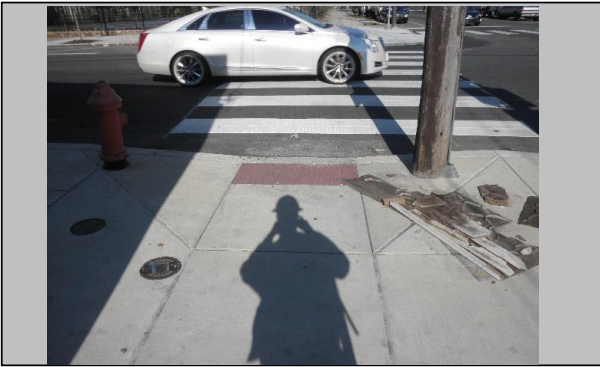
- Vine St - Ramp of 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

*Date of Design (yyyy mm dd)	2018	11	10
Designer 1	PHILIP ASABERE (SEPTA)		
Designer 2	NA		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.50	%	0.00 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	6.7	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	N 58th	(segment)	(offset)
*North Leg Desc.	St	NA	NA
*East Leg	Vine	(segment)	(offset)
*East Leg Desc.	St	NA	NA
*South Leg	N 58th	(segment)	(offset)
*South Leg Desc.	St	NA	NA
*West Leg	Vine	(segment)	(offset)
*West Leg Desc.	St	NA	NA
Ramp Coordinates	Latitude	39.96620	
	Longitude	-75.23577	

2° = Ramp Angle w\Crosswalk

120" MIN

120" MAX

60" MAX

42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	999.00
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-N58thSt-VineSt-N58thSt-VineSt-2018-11-10-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>96</td><td>(IN)</td></tr> <tr><td>C</td><td>6.20</td><td>(%)</td></tr> <tr><td>D</td><td>3.80</td><td>(%)</td></tr> <tr><td>E</td><td>6.82</td><td>(%)</td></tr> <tr><td>F</td><td>5.67</td><td>(%)</td></tr> <tr><td>G</td><td>6.20</td><td>(%)</td></tr> <tr><td>H</td><td>8.16</td><td>(%)</td></tr> <tr><td>I</td><td>5.32</td><td>(%)</td></tr> <tr><td>J</td><td>156</td><td>(IN)</td></tr> <tr><td>K</td><td>4</td><td>(IN)</td></tr> <tr><td>L</td><td>60</td><td>(IN)</td></tr> <tr><td>M</td><td>180</td><td>(IN)</td></tr> <tr><td>N</td><td>4</td><td>(IN)</td></tr> <tr><td>O</td><td>84</td><td>(IN)</td></tr> <tr><td>P</td><td>60</td><td>(IN)</td></tr> <tr><td>Q</td><td>2.00</td><td>(%)</td></tr> <tr><td>R</td><td>1.50</td><td>(%)</td></tr> <tr><td>S</td><td>2.00</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.00</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>180</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>999</td><td>(IN) No Stop Bar</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>0.70</td><td>(%)</td></tr> <tr><td>EE</td><td>0.07</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>No</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			A	48	(IN)	B	96	(IN)	C	6.20	(%)	D	3.80	(%)	E	6.82	(%)	F	5.67	(%)	G	6.20	(%)	H	8.16	(%)	I	5.32	(%)	J	156	(IN)	K	4	(IN)	L	60	(IN)	M	180	(IN)	N	4	(IN)	O	84	(IN)	P	60	(IN)	Q	2.00	(%)	R	1.50	(%)	S	2.00	(%)	T		(IN)	U		(IN)	V		(%)	W	1.00	(%)	X		(IN)	Y		(IN)	YY	180	(IN)	Z		(IN)	ZZ	999	(IN) No Stop Bar	AA		(IN)	BB		(IN)	CC		(IN)	DD	0.70	(%)	EE	0.07	(%)	DWS Transition Strip		No	DWS Transition Strip Slope (FF)		(%)
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Comments

- Vine St - Ramp of 1



Insert Picture 1



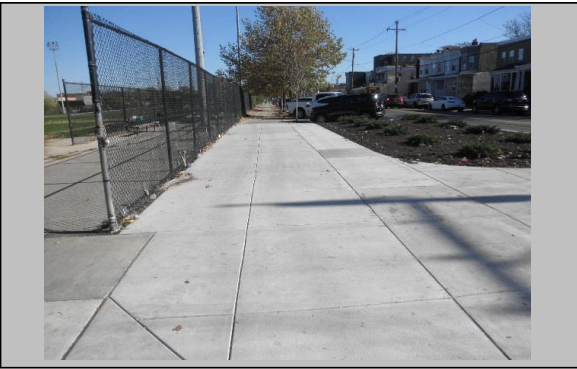
Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

*Date of Design (yyyy mm dd)	2019	03	07
Designer 1	PHILIP ASABERE (SEPTA)		
Designer 2	NA		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.76	%	1.00 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	5.8	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	N 58th	(segment)	(offset)
*North Leg Desc.	St	NA	NA
*East Leg	Vine	(segment)	(offset)
*East Leg Desc.	St	NA	NA
*South Leg	N 58th	(segment)	(offset)
*South Leg Desc.	St	NA	NA
*West Leg	Vine	(segment)	(offset)
*West Leg Desc.	St	NA	NA
Ramp Coordinates	Latitude	39.96611	
	Longitude	-75.23576	

2° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

120" MIN

120" MAX

60" MAX

42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

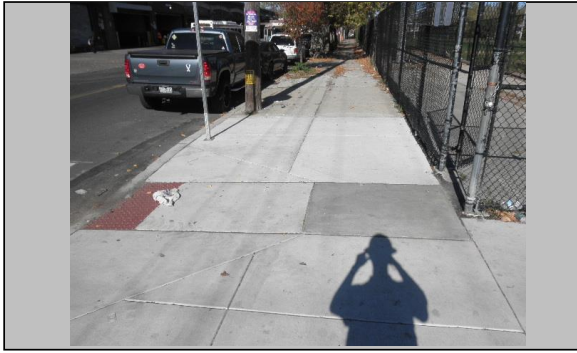
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	999.00 Comments: RAMP IS LOCATED AT A STOP SIGN CONTROLLED INTERSECTION
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-N58thSt-VineSt-N58thSt-VineSt-2019-03-07-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																								
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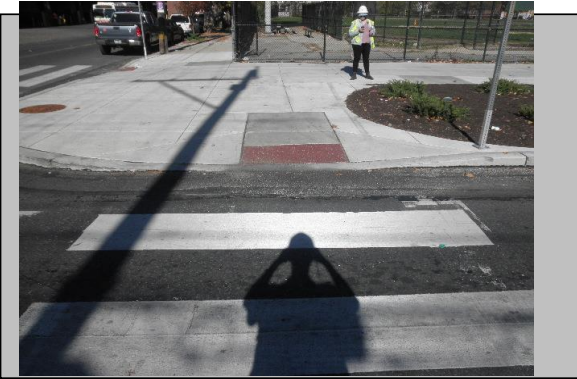
- Vine St - Ramp of 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2018	11	10
Designer 1	PHILIP ASABERE (SEPTA)		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.20	%	1.00 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	6.7	
Intersection Ramp # of #	3	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	N 58th	(segment)	(offset)
*North Leg Desc.	St	NA	NA
*East Leg	Vine	(segment)	(offset)
*East Leg Desc.	St	NA	NA
*South Leg	N 58th	(segment)	(offset)
*South Leg Desc.	St	NA	NA
*West Leg	Vine	(segment)	(offset)
*West Leg Desc.	St	NA	NA
Ramp Coordinates	Latitude	39.96601	
	Longitude	-75.23578	

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN

120" MAX

60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes	
Push Button Turning Area - Max Slope (%)	999.00	Comments: RAMP IS LOCATED AT A STOP SIGN CONTROLLED INTERSECTION
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-N58thSt-VineSt-N58thSt-VineSt-2018-11-10-12-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	



- ine St - Ramp of 1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>* A</td><td>48</td><td>(IN)</td></tr> <tr><td>* B</td><td>64</td><td>(IN)</td></tr> <tr><td>* C</td><td>3.50</td><td>(%)</td></tr> <tr><td>* D</td><td>4.30</td><td>(%)</td></tr> <tr><td>* E</td><td>5.30</td><td>(%)</td></tr> <tr><td>* F</td><td>3.50</td><td>(%)</td></tr> <tr><td>* G</td><td>3.60</td><td>(%)</td></tr> <tr><td>* H</td><td>5.20</td><td>(%)</td></tr> <tr><td>* I</td><td>4.20</td><td>(%)</td></tr> <tr><td>* J</td><td>180</td><td>(IN)</td></tr> <tr><td>* K</td><td>6</td><td>(IN)</td></tr> <tr><td>* L</td><td>56</td><td>(IN)</td></tr> <tr><td>* M</td><td>156</td><td>(IN)</td></tr> <tr><td>* N</td><td>6</td><td>(IN)</td></tr> <tr><td>* O</td><td>72</td><td>(IN)</td></tr> <tr><td>* P</td><td>48</td><td>(IN)</td></tr> <tr><td>* Q</td><td>0.10</td><td>(%)</td></tr> <tr><td>* R</td><td>0.60</td><td>(%)</td></tr> <tr><td>* S</td><td>0.90</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>* V</td><td></td><td>(%)</td></tr> <tr><td>* W</td><td>0.20</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>* Y</td><td></td><td>(IN)</td></tr> <tr><td>* YY</td><td>120</td><td>(IN)</td></tr> <tr><td>* Z</td><td></td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>999</td><td>(IN)</td></tr> <tr><td>* AA</td><td></td><td>(IN)</td></tr> <tr><td>* BB</td><td></td><td>(IN)</td></tr> <tr><td>* CC</td><td></td><td>(IN)</td></tr> <tr><td>* DD</td><td>0.50</td><td>(%)</td></tr> <tr><td>* EE</td><td>0.50</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>No</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			* A	48	(IN)	* B	64	(IN)	* C	3.50	(%)	* D	4.30	(%)	* E	5.30	(%)	* F	3.50	(%)	* G	3.60	(%)	* H	5.20	(%)	* I	4.20	(%)	* J	180	(IN)	* K	6	(IN)	* L	56	(IN)	* M	156	(IN)	* N	6	(IN)	* O	72	(IN)	* P	48	(IN)	* Q	0.10	(%)	* R	0.60	(%)	* S	0.90	(%)	T		(IN)	U		(IN)	* V		(%)	* W	0.20	(%)	X		(IN)	* Y		(IN)	* YY	120	(IN)	* Z		(IN)	* ZZ	999	(IN)	* AA		(IN)	* BB		(IN)	* CC		(IN)	* DD	0.50	(%)	* EE	0.50	(%)	DWS Transition Strip		No	DWS Transition Strip Slope (FF)		(%)
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p>MAX ALG. TOP TURN IF YES,</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																																																														
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														



- Vine St - Ramp of 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2018	11	10
Designer 1	PHILIP ASABERE (SEPTA)		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.50	%	1.25 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	5.2	
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	N 58th	(segment)	(offset)
*North Leg Desc.	St	NA	NA
*East Leg	Vine	(segment)	(offset)
*East Leg Desc.	St	NA	NA
*South Leg	N 58th	(segment)	(offset)
*South Leg Desc.	St	NA	NA
*West Leg	Vine	(segment)	(offset)
*West Leg Desc.	St	NA	NA
Ramp Coordinates	Latitude	39.96599	
	Longitude	-75.23581	

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

120" MIN, 120" MAX, 42", 60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work **Yes**

Push Button Turning Area - Max Slope (%)	999.00	Comments:	RAMP IS LOCATED AT A STOP SIGN CONTROLLED INTERSECTION
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N58thSt-VineSt-N58thSt-VineSt-2018-11-10-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		



- Vine St - Ramp of 1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>88 (IN)</td></tr> <tr><td>*</td><td>C</td><td>2.17 (%)</td></tr> <tr><td>*</td><td>D</td><td>4.40 (%)</td></tr> <tr><td>*</td><td>E</td><td>5.20 (%)</td></tr> <tr><td>*</td><td>F</td><td>2.70 (%)</td></tr> <tr><td>*</td><td>G</td><td>2.10 (%)</td></tr> <tr><td>*</td><td>H</td><td>4.00 (%)</td></tr> <tr><td>*</td><td>I</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>J</td><td>180 (IN)</td></tr> <tr><td>*</td><td>K</td><td>6 (IN)</td></tr> <tr><td>*</td><td>L</td><td>60 (IN)</td></tr> <tr><td>*</td><td>M</td><td>156 (IN)</td></tr> <tr><td>*</td><td>N</td><td>6 (IN)</td></tr> <tr><td>*</td><td>O</td><td>72 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>0.50 (%)</td></tr> <tr><td>*</td><td>R</td><td>0.10 (%)</td></tr> <tr><td>*</td><td>S</td><td>0.60 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.10 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>168 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>0.60 (%)</td></tr> <tr><td>*</td><td>EE</td><td>0.50 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>No</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	88 (IN)	*	C	2.17 (%)	*	D	4.40 (%)	*	E	5.20 (%)	*	F	2.70 (%)	*	G	2.10 (%)	*	H	4.00 (%)	*	I	3.50 (%)	*	J	180 (IN)	*	K	6 (IN)	*	L	60 (IN)	*	M	156 (IN)	*	N	6 (IN)	*	O	72 (IN)	*	P	48 (IN)	*	Q	0.50 (%)	*	R	0.10 (%)	*	S	0.60 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.10 (%)	*	X	(IN)	*	Y	(IN)	*	YY	168 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	0.60 (%)	*	EE	0.50 (%)	DWS Transition Strip		No	DWS Transition Strip Slope (FF)		(%)
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Comments ▲



- Vine St - Ramp of 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.91	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	3	44	
*Ramp Location (Use Figure Below)	18		
*Curb Ramp Type	Type 1		
*North Leg	Fowler	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Fowler	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-FowlerSt-FountainSt-FowlerSt-FountainSt-2021-05-25-18-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	0.60 (%)
*	D	6.48 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	3.24 (%)
*	J	77 (IN)
*	K	(IN)
*	L	(IN)
*	M	64 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	0.68 (%)
*	R	0.98 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.75 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



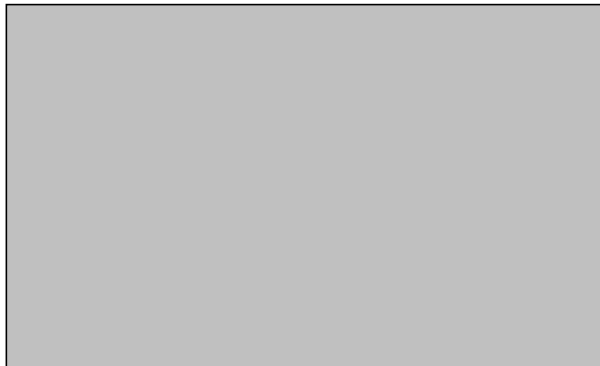
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	5.18	%	
Cross Slope in Front of Ramp (Road Profile)	1.61	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	4	44	
*Ramp Location (Use Figure Below)	13		
*Curb Ramp Type	Type 1		
*North Leg	Fowler	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Fowler	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-FowlerSt-FountainSt-FowlerSt-FountainSt-2021-05-25-13-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	77 (IN)
*	C	2.90 (%)
*	D	3.24 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.52 (%)
*	J	76 (IN)
*	K	(IN)
*	L	(IN)
*	M	80 (IN)
*	N	(IN)
*	O	(IN)
*	P	46 (IN)
*	Q	1.26 (%)
*	R	0.84 (%)
*	S	1.22 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



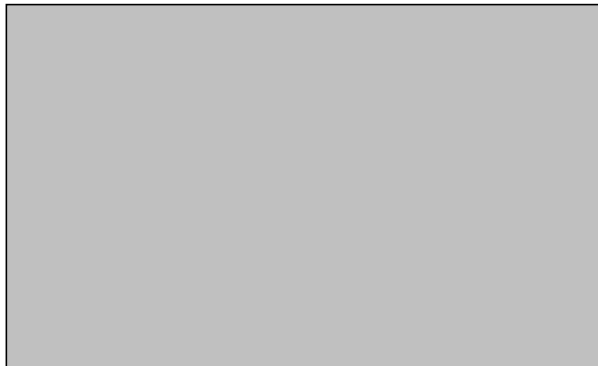
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.97	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	17	44	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Manayunk	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Manayunk	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-ManayunkAve-FountainSt-ManayunkAve-FountainSt-2021-05-25-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	50 (IN)
*	B	50 (IN)
*	C	3.65 (%)
*	D	11.85 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.30 (%)
*	J	35 (IN)
*	K	(IN)
*	L	(IN)
*	M	120 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	9.94 (%)
*	R	2.70 (%)
*	S	0.36 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	5.71 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



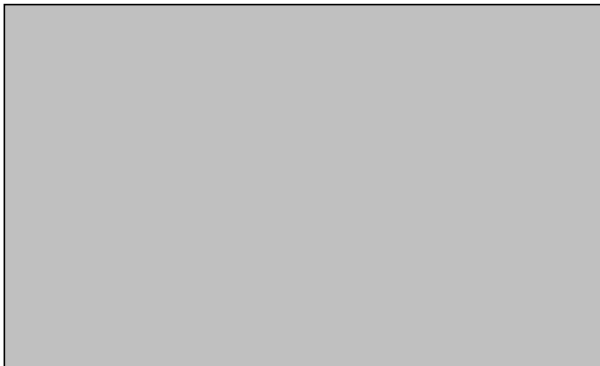
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.34	%	
Cross Slope in Front of Ramp (Road Profile)	12.03	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	18	44	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Manayunk	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Manayunk	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-ManayunkAve-FountainSt-ManayunkAve-FountainSt-2021-05-25-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	70 (IN)
*	C	3.42 (%)
*	D	16.51 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	14.95 (%)
*	J	73 (IN)
*	K	(IN)
*	L	(IN)
*	M	65 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	4.61 (%)
*	R	13.34 (%)
*	S	10.87 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	12.34 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



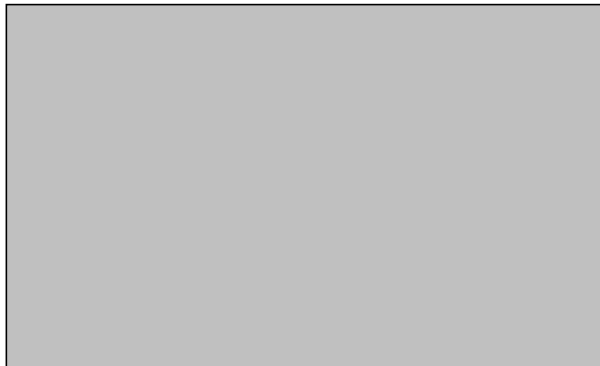
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.72	%	
Cross Slope in Front of Ramp (Road Profile)	0.66	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	5	44	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	Sheldon	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Sheldon	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SheldonSt-FountainSt-SheldonSt-FountainSt-2021-05-25-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	71 (IN)
*	C	1.48 (%)
*	D	9.21 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	0.20 (%)
*	J	73 (IN)
*	K	(IN)
*	L	(IN)
*	M	57 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	0.86 (%)
*	R	0.38 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.29 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



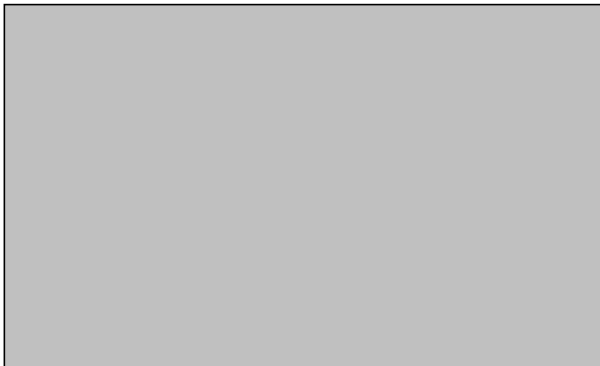
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.86	%	
Cross Slope in Front of Ramp (Road Profile)	0.83	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	6	44	
*Ramp Location (Use Figure Below)	13		
*Curb Ramp Type	Type 1		
*North Leg	Sheldon	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Sheldon	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SheldonSt-FountainSt-SheldonSt-FountainSt-2021-05-25-13-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	64 (IN)
*	C	4.38 (%)
*	D	3.45 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.95 (%)
*	J	71 (IN)
*	K	(IN)
*	L	(IN)
*	M	72 (IN)
*	N	(IN)
*	O	(IN)
*	P	46 (IN)
*	Q	0.66 (%)
*	R	0.30 (%)
*	S	0.72 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.62 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



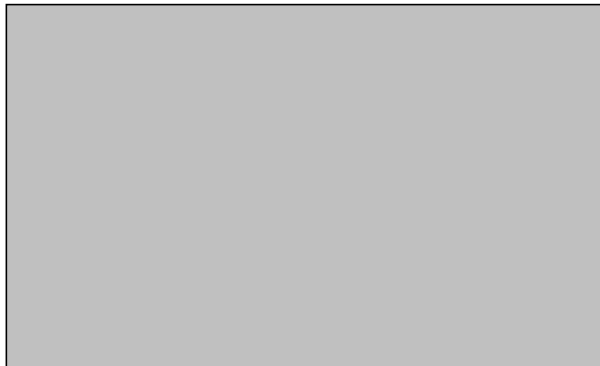
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.54	%	
Cross Slope in Front of Ramp (Road Profile)	3.43	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	7	44	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	Silverwood	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Silverwood	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SilverwoodSt-FountainSt-SilverwoodSt-FountainSt-2021-05-25-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	71 (IN)
*	C	4.37 (%)
*	D	1.41 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	11.12 (%)
*	J	111 (IN)
*	K	(IN)
*	L	(IN)
*	M	82 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	4.93 (%)
*	R	10.18 (%)
*	S	1.92 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.93 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



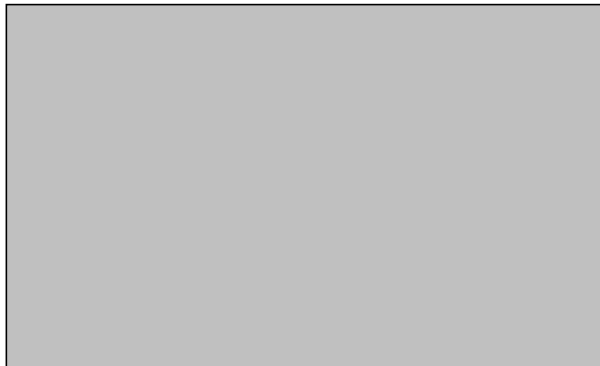
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.02	%	
Cross Slope in Front of Ramp (Road Profile)	3.57	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	8	44	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	Silverwood	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Silverwood	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SilverwoodSt-FountainSt-SilverwoodSt-FountainSt-2021-05-25-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	56 (IN)
*	C	3.17 (%)
*	D	9.79 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	28.48 (%)
*	J	48 (IN)
*	K	(IN)
*	L	(IN)
*	M	51 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	10.21 (%)
*	R	9.27 (%)
*	S	3.73 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.78 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.31	%	
Cross Slope in Front of Ramp (Road Profile)	2.23	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	9	44	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Silverwood	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Silverwood	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SilverwoodSt-FountainSt-SilverwoodSt-FountainSt-2021-05-25-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	68 (IN)
*	C	0.07 (%)
*	D	8.68 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	1.98 (%)
*	J	73 (IN)
*	K	(IN)
*	L	(IN)
*	M	74 (IN)
*	N	(IN)
*	O	(IN)
*	P	58 (IN)
*	Q	5.53 (%)
*	R	2.53 (%)
*	S	0.23 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.79 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



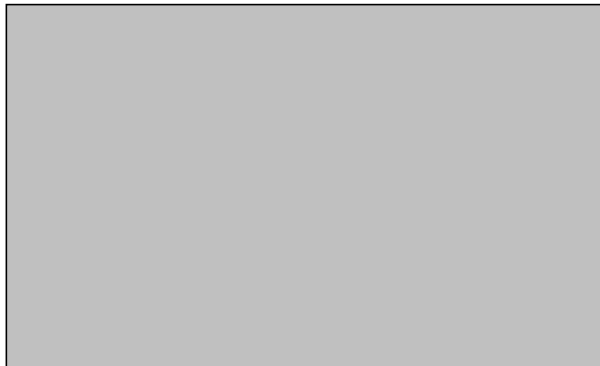
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.74	%	
Cross Slope in Front of Ramp (Road Profile)	2.82	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	10	44	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Silverwood	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Silverwood	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SilverwoodSt-FountainSt-SilverwoodSt-FountainSt-2021-05-25-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	41 (IN)
*	C	8.17 (%)
*	D	8.50 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	0.68 (%)
*	J	86 (IN)
*	K	(IN)
*	L	(IN)
*	M	80 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	0.06 (%)
*	R	5.61 (%)
*	S	1.24 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



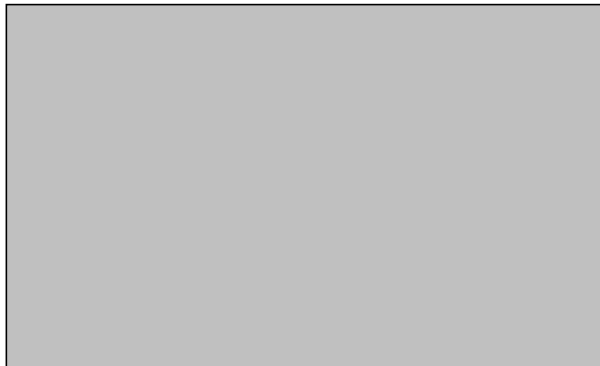
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.65	%	
Cross Slope in Front of Ramp (Road Profile)	1.31	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	11	44	
*Ramp Location (Use Figure Below)		12	
*Curb Ramp Type	Type 1		
*North Leg	Silverwood	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Silverwood	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SilverwoodSt-FountainSt-SilverwoodSt-FountainSt-2021-05-25-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	70 (IN)
*	C	3.17 (%)
*	D	4.75 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.35 (%)
*	J	101 (IN)
*	K	(IN)
*	L	(IN)
*	M	60 (IN)
*	N	(IN)
*	O	(IN)
*	P	47 (IN)
*	Q	0.65 (%)
*	R	0.80 (%)
*	S	0.41 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.65 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



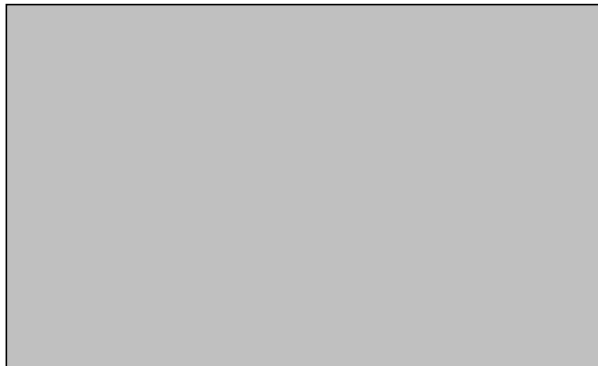
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.20	%	
Cross Slope in Front of Ramp (Road Profile)	0.20	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	12	44	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	Silverwood	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Silverwood	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SilverwoodSt-FountainSt-SilverwoodSt-FountainSt-2021-05-25-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	70 (IN)
*	C	7.89 (%)
*	D	8.17 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.32 (%)
*	J	83 (IN)
*	K	(IN)
*	L	(IN)
*	M	82 (IN)
*	N	(IN)
*	O	(IN)
*	P	47 (IN)
*	Q	2.18 (%)
*	R	1.79 (%)
*	S	1.73 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.92 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



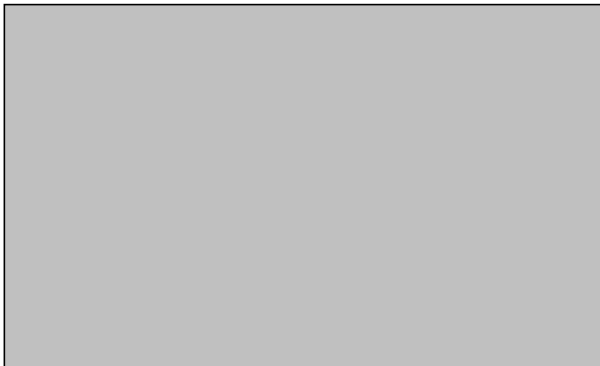
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.00	%	
Cross Slope in Front of Ramp (Road Profile)	0.48	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.0	%
Intersection Ramp # of #	1	44	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Smick	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Smick	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SmickSt-FountainSt-SmickSt-FountainSt-2021-05-25-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	49 (IN)
*	C	4.91 (%)
*	D	33.81 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	14.50 (%)
*	J	100 (IN)
*	K	(IN)
*	L	(IN)
*	M	112 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.71 (%)
*	R	1.97 (%)
*	S	1.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.67 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.00	%	
Cross Slope in Front of Ramp (Road Profile)	0.48	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	5.0	%
Intersection Ramp # of #	2	44	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Smick	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Smick	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SmickSt-FountainSt-SmickSt-FountainSt-2021-05-25-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	48 (IN)
*	C	5.73 (%)
*	D	9.58 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	12.03 (%)
*	J	109 (IN)
*	K	(IN)
*	L	(IN)
*	M	63 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.97 (%)
*	R	2.52 (%)
*	S	0.03 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.49 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.84	%	
Cross Slope in Front of Ramp (Road Profile)	2.98	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	15	44	
*Ramp Location (Use Figure Below)	18		
*Curb Ramp Type	Type 1		
*North Leg	Tibben	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Tibben	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-TibbenSt-FountainSt-TibbenSt-FountainSt-2021-05-25-18-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	71 (IN)
*	C	4.82 (%)
*	D	4.39 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	15.73 (%)
*	J	102 (IN)
*	K	(IN)
*	L	(IN)
*	M	59 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	3.01 (%)
*	R	13.72 (%)
*	S	3.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	3.67 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



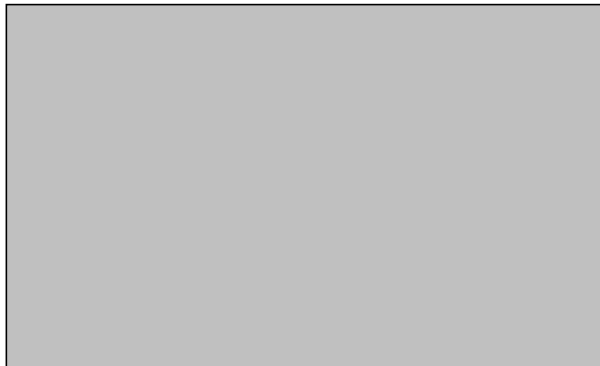
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2021	05	25
Field Investigators 1	David Shuster		
Field Investigators 2	John Wilkinson		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.81	%	
Cross Slope in Front of Ramp (Road Profile)	1.80	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	Alg Δ Grade	2.6	%
Intersection Ramp # of #	16	44	
*Ramp Location (Use Figure Below)	03		
*Curb Ramp Type	Type 1		
*North Leg	Tibben	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fountain	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Tibben	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fountain	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-TibbenSt-FountainSt-TibbenSt-FountainSt-2021-05-25-3-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	78 (IN)
*	C	6.61 (%)
*	D	8.77 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	6.88 (%)
*	J	78 (IN)
*	K	(IN)
*	L	(IN)
*	M	74 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.42 (%)
*	R	2.68 (%)
*	S	1.63 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.63 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



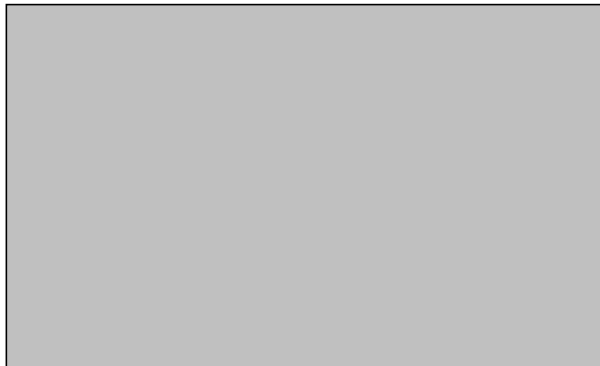
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

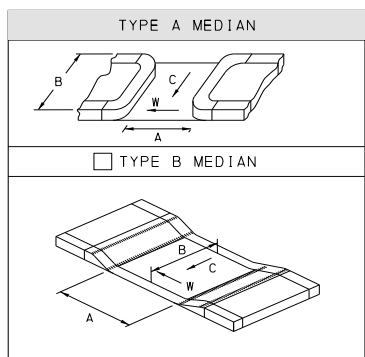
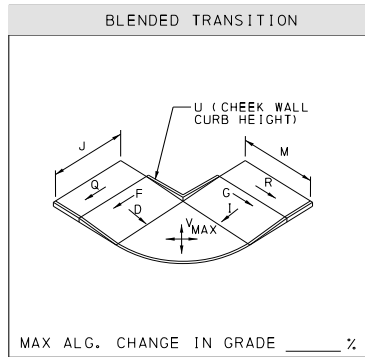
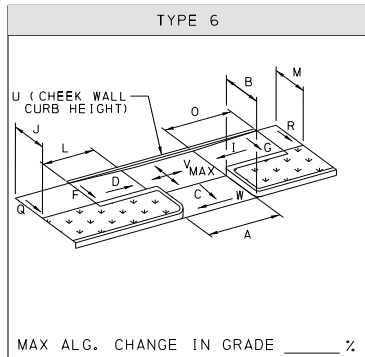
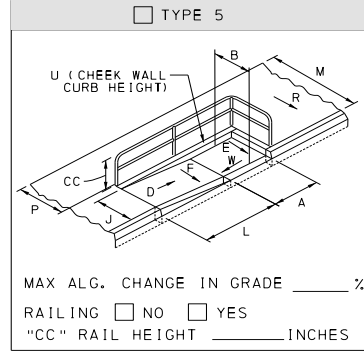
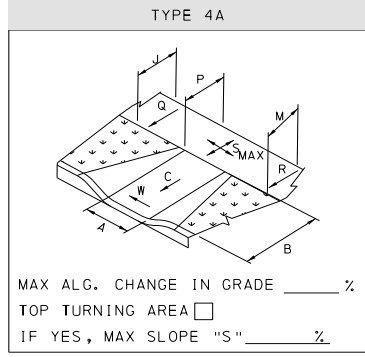
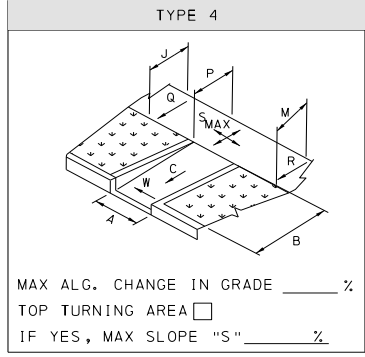
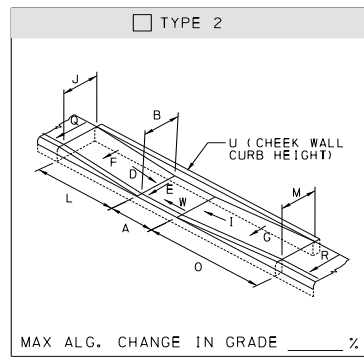
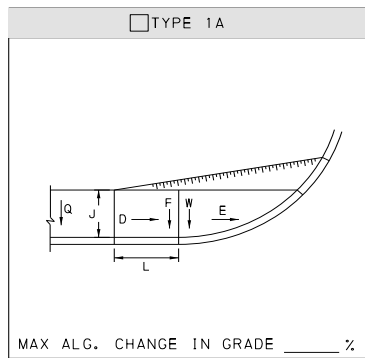
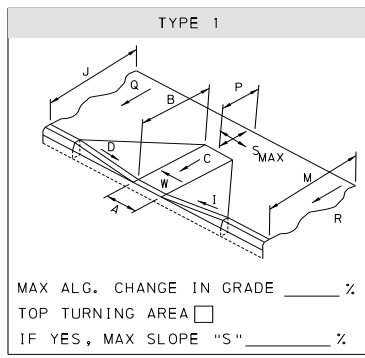


See the last tab of this workbook for instructions

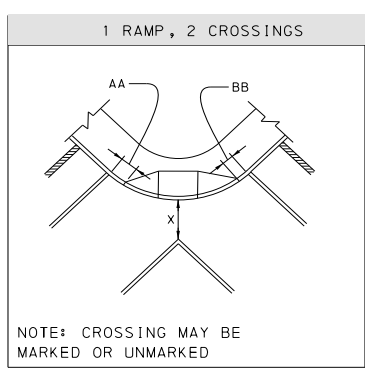
*Date of Investigation (yyyy mm dd)	2022	11	07
Field Investigators 1	Christopher Carola		
Field Investigators 2	Chelsey Cooke		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.70	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	10.8 %
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	North 12th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Filbert	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	North 12th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Filbert	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-North12thSt-FilbertSt-North12thSt-FilbertSt-2022-11-07-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions



- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"



"0.00" inches or %		
*	A	49 (IN)
*	B	94 (IN)
*	C	8.10 (%)
*	D	6.90 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.50 (%)
*	J	138 (IN)
*	K	(IN)
*	L	(IN)
*	M	247 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	4.80 (%)
*	R	1.60 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

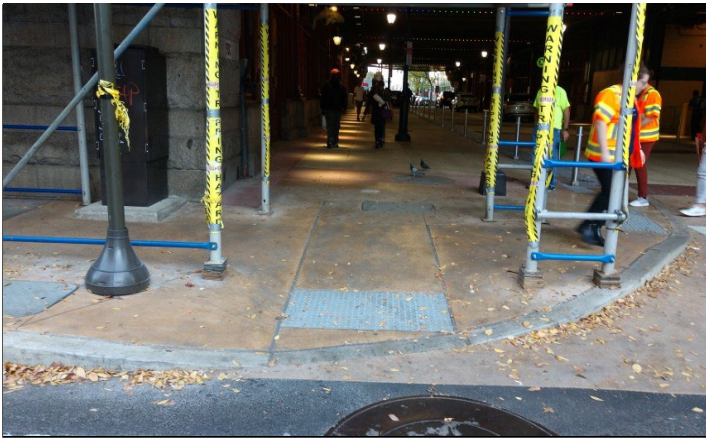
See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



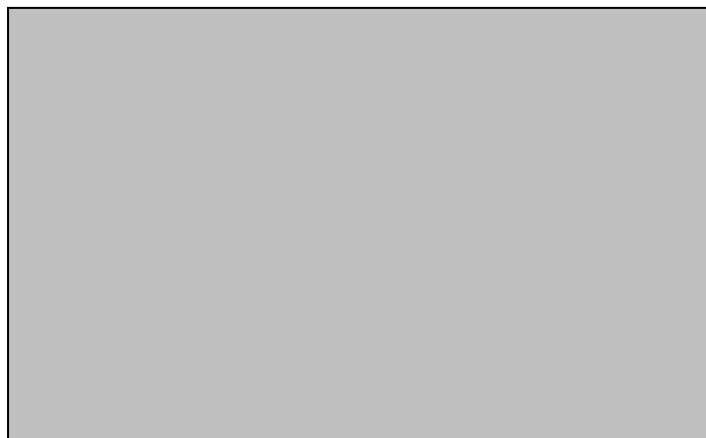
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	07
Field Investigators 1	Christopher Carola		
Field Investigators 2	Chelsey Cooke		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.20	%	
Cross Slope in Front of Ramp (Road Profile)	0.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	5.0 %
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	North 12th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Filbert	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	North 12th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Filbert	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-North12thSt-FilbertSt-North12thSt-FilbertSt-2022-11-07-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	58 (IN)
*	C	2.80 (%)
*	D	5.40 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	2.60 (%)
*	J	138 (IN)
*	K	(IN)
*	L	(IN)
*	M	247 (IN)
*	N	(IN)
*	O	(IN)
*	P	49 (IN)
*	Q	4.80 (%)
*	R	1.60 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

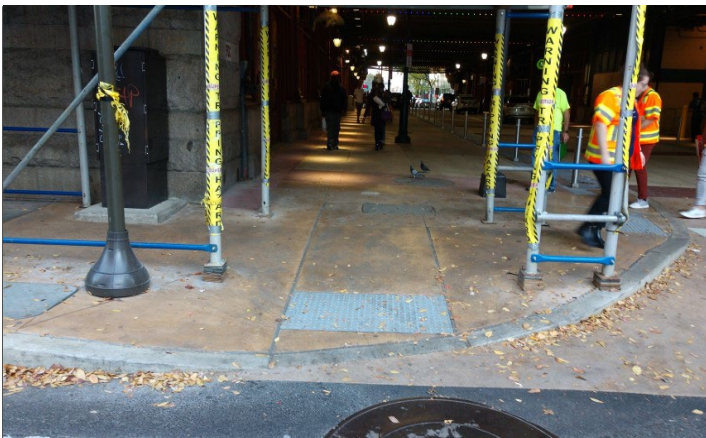
See the last tab of this workbook for instructions



Insert Picture 1



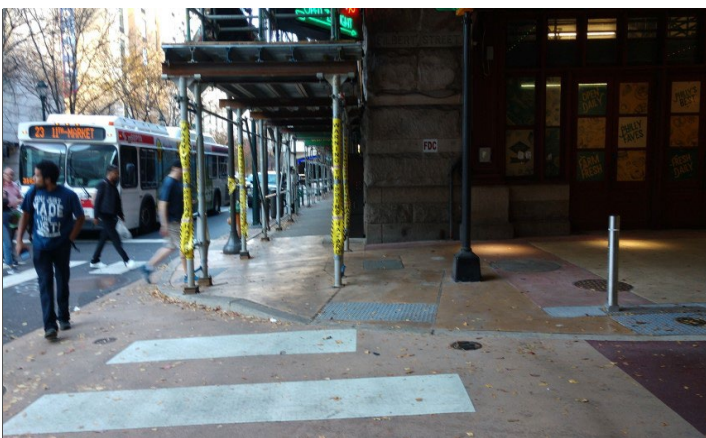
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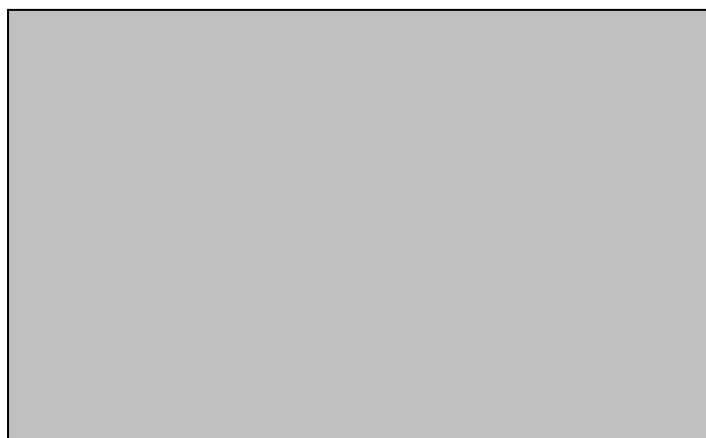
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	07
Field Investigators 1	Christopher Carola		
Field Investigators 2	Chelsey Cooke		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.10	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	5.8 %
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	North 12th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Filbert	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	North 12th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Filbert	(segment)	(offset)
*West Leg Desc.	St		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-North12thSt-FilbertSt-North12thSt-FilbertSt-2022-11-07-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	48 (IN)
*	C	3.30 (%)
*	D	2.10 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	4.90 (%)
*	J	129 (IN)
*	K	(IN)
*	L	(IN)
*	M	139 (IN)
*	N	(IN)
*	O	(IN)
*	P	49 (IN)
*	Q	1.30 (%)
*	R	2.20 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

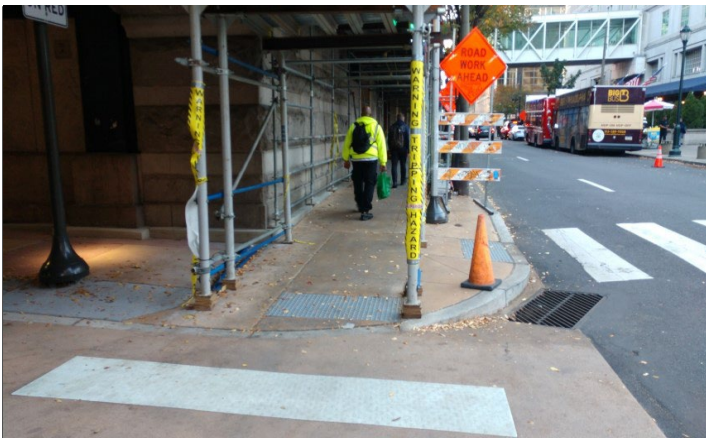
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Insert Picture 1



Insert Picture 4



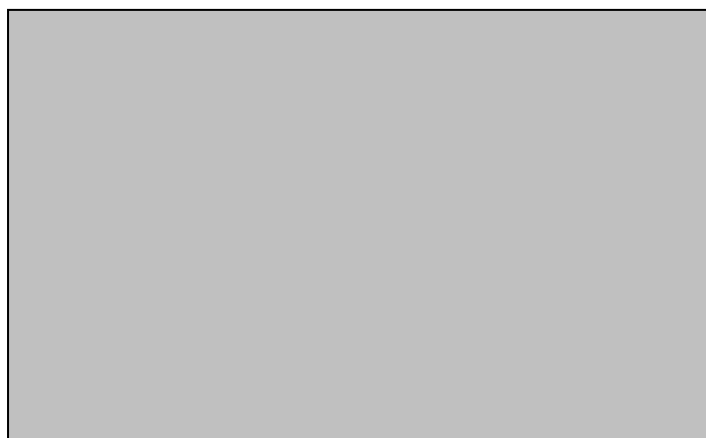
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	07	
Field Investigators 1	Christopher Carola			
Field Investigators 2	Chelsey Cooke			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Conc			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	5.00	%		
Cross Slope in Front of Ramp (Road Profile)	2.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	12.4	%
Intersection Ramp # of #	4	4		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg	North 12th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Filbert	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	North 12th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Filbert	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-North12thSt-FilbertSt-North12thSt-FilbertSt-2022-11-07-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	49 (IN)
*	B	49 (IN)
*	C	7.40 (%)
*	D	8.20 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.40 (%)
*	J	129 (IN)
*	K	(IN)
*	L	(IN)
*	M	139 (IN)
*	N	(IN)
*	O	(IN)
*	P	52 (IN)
*	Q	1.30 (%)
*	R	2.20 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

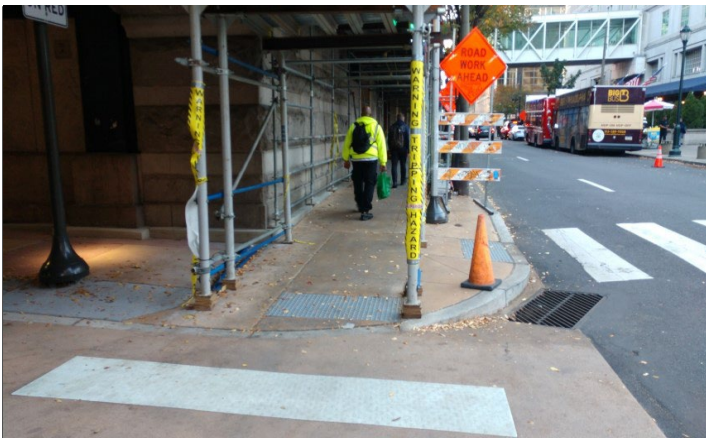
See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



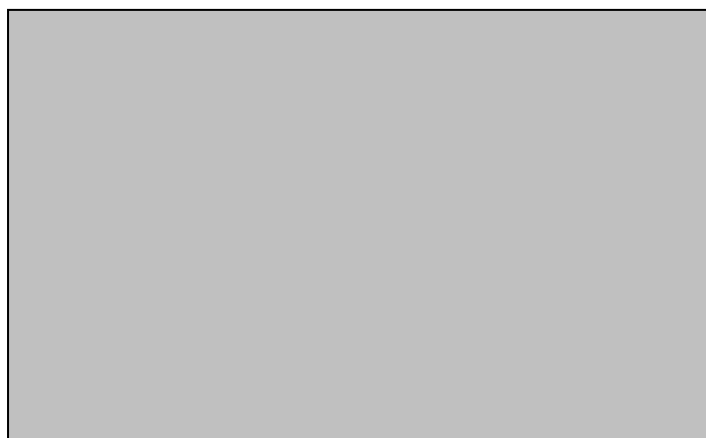
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	68 (IN)
*	C	2.10 (%)
*	D	7.60 (%)
*	E	6.30 (%)
*	F	2.00 (%)
*	G	4.60 (%)
*	H	4.10 (%)
*	I	3.00 (%)
*	J	82 (IN)
	K	4 (IN)
	L	52 (IN)
*	M	135 (IN)
	N	5 (IN)
	O	48 (IN)
*	P	60 (IN)
*	Q	1.30 (%)
*	R	0.10 (%)
*	S	0.60 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
	Y	(IN)
	YY	0 (IN)
	Z	0 (IN)
	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

no cross walk
no cross walk

(insert comments below)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3

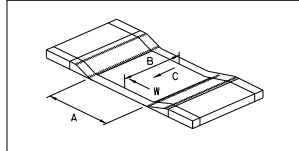
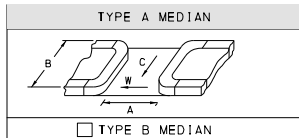
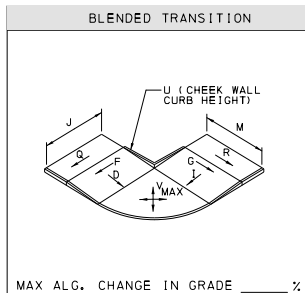
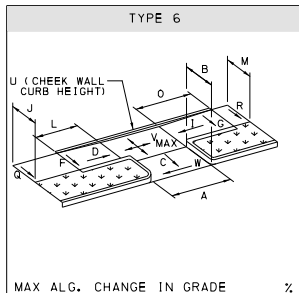
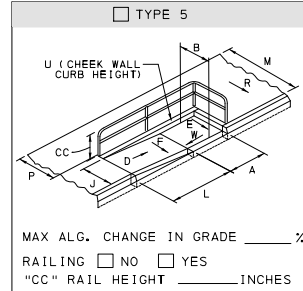
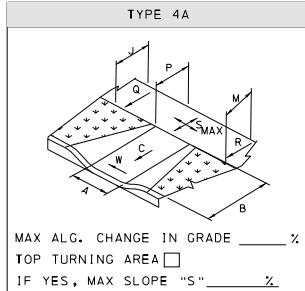
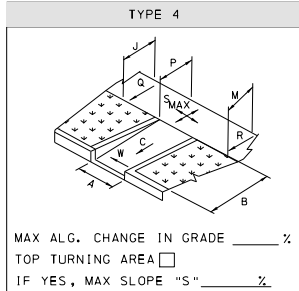
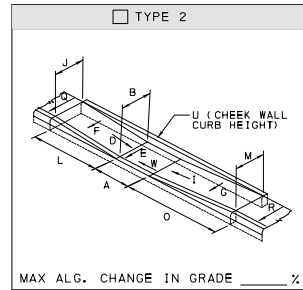
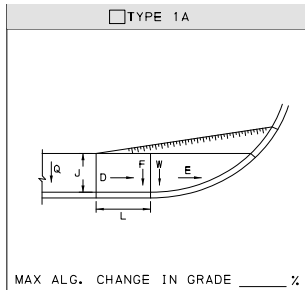
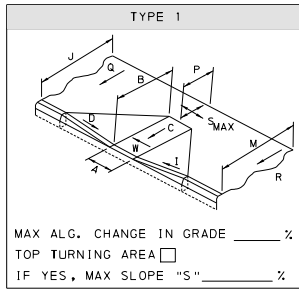


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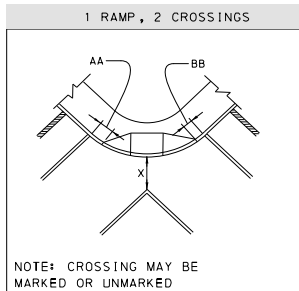
*Date of Investigation (yyyy mm dd)	2022	06	22	
Field Investigators 1	carmen carusone			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Ex - Surveyed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.40	%		
Cross Slope in Front of Ramp (Road Profile)	3.50	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	10.0	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	07			
*Curb Ramp Type	Type 1			
*North Leg	Victoria	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Amber	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg		(segment)	(offset)	
*South Leg Desc.				
*West Leg	Amber	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A			
Asset # (auto)	C-06-101-60000-VictoriaSt-AmberSt-AmberSt-2022-06-22-7-Type1			
* Status	Current			
Level of Service	Meets RC-67M			



- NON-TYPICAL**
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"



"0.00" inches or %		
*	A	60 (IN)
*	B	66 (IN)
*	C	7.60 (%)
*	D	8.00 (%)
*	E	7.60 (%)
*	F	5.70 (%)
*	G	7.10 (%)
*	H	6.90 (%)
*	I	7.40 (%)
*	J	60 (IN)
*	K	5 (IN)
*	L	52 (IN)
*	M	135 (IN)
*	N	3 (IN)
*	O	36 (IN)
*	P	60 (IN)
*	Q	1.50 (%)
*	R	0.90 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	0 (IN)
*	Z	0 (IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

no cross walk
no cross walk

(insert comments below)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5

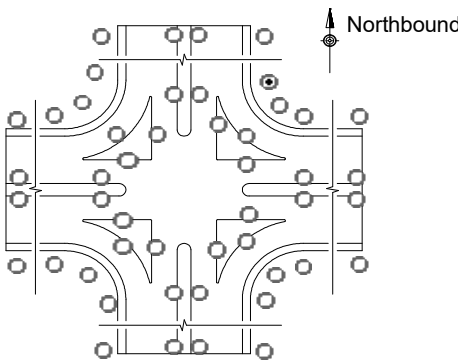


Insert Picture 3



Insert Picture 6

*Date of Investigation (yyyy mm dd)	2021	08	19	
Field Investigators 1	carmen carusone			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Ex - Surveyed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.20	%		
Cross Slope in Front of Ramp (Road Profile)	1.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	8.3	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	07			
*Curb Ramp Type	Type 1			
*North Leg	Pickwick	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Amber	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg		(segment)	(offset)	
*South Leg Desc.				
*West Leg	Amber	(segment)	(offset)	
*West Leg Desc.	St			



Northbound

Accessible Push Buttons	N/A			
Asset # (auto)	C-06-101-60000-PickwickSt-AmberSt-AmberSt-2021-08-19-7-Type1			
* Status	Current			
Level of Service	Meets RC-67M			

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

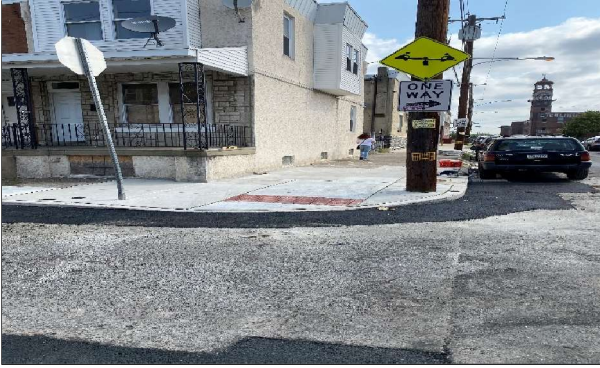
1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

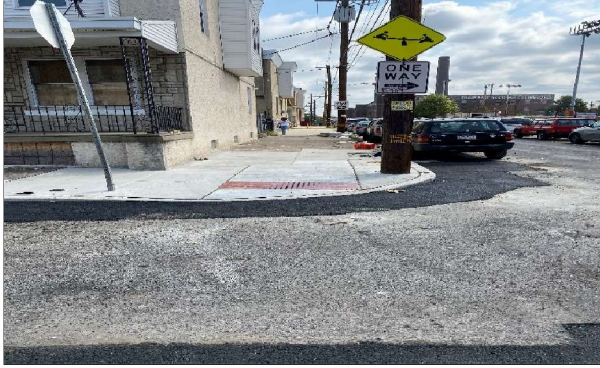
"0.00" inches or %		
*	A	60 (IN)
*	B	76 (IN)
*	C	6.10 (%)
*	D	6.00 (%)
*	E	5.60 (%)
*	F	1.00 (%)
*	G	8.30 (%)
*	H	8.00 (%)
*	I	7.00 (%)
*	J	83 (IN)
*	K	3 (IN)
*	L	39 (IN)
*	M	135 (IN)
*	N	5 (IN)
*	O	40 (IN)
*	P	60 (IN)
*	Q	1.60 (%)
*	R	1.60 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	0 (IN)
*	Z	0 (IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

no cross walk
no cross walk

(insert comments below)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	03	17	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.00	%		
Cross Slope in Front of Ramp (Road Profile)	2.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	8.8	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	02			
*Curb Ramp Type	Type 1			
*North Leg	Stenton	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg		(segment)	(offset)	
*East Leg Desc.				
*South Leg	Stenton	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	Sheldon	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-StentonAve-StentonAve-SheldonSt-2023-03-17-2-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	50 (IN)
*	C	7.80 (%)
*	D	6.90 (%)
*	E	8.70 (%)
*	F	6.40 (%)
*	G	8.00 (%)
*	H	6.20 (%)
*	I	3.00 (%)
*	J	108 (IN)
*	K	3 (IN)
*	L	30 (IN)
*	M	184 (IN)
*	N	5 (IN)
*	O	30 (IN)
*	P	48 (IN)
*	Q	0.60 (%)
*	R	3.30 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



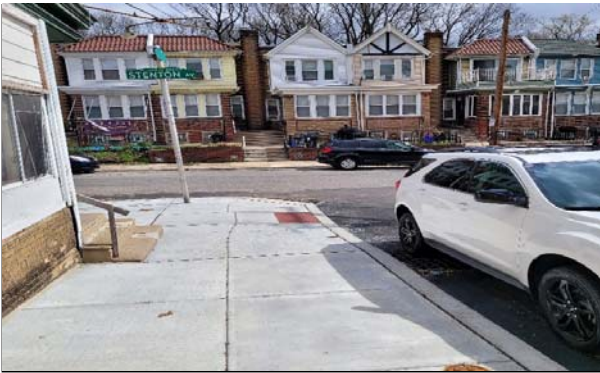
Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	03	24	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.40	%		
Cross Slope in Front of Ramp (Road Profile)	0.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	5.4	%
Intersection Ramp # of #	1	4		
*Ramp Location (Use Figure Below)				02
*Curb Ramp Type	Type 1			
*North Leg	Bringhurst	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wakefield	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Bringhurst	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wakefield	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BringhurstSt-WakefieldSt-BringhurstSt-WakefieldSt-2023-03-24-2-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	27 (IN)
*	C	3.00 (%)
*	D	9.30 (%)
*	E	5.30 (%)
*	F	2.50 (%)
*	G	5.10 (%)
*	H	2.80 (%)
*	I	1.80 (%)
*	J	54 (IN)
*	K	5 (IN)
*	L	33 (IN)
*	M	72 (IN)
*	N	3 (IN)
*	O	19 (IN)
*	P	48 (IN)
*	Q	9.00 (%)
*	R	6.00 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



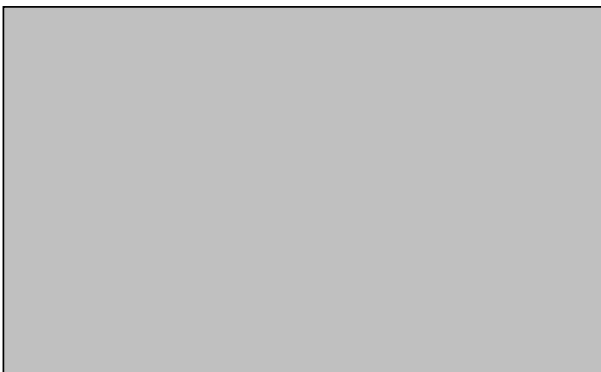
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	03	24	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.20	%		
Cross Slope in Front of Ramp (Road Profile)	2.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	8.5	%
Intersection Ramp # of #	2	4		
*Ramp Location (Use Figure Below)				04
*Curb Ramp Type	Type 1			
*North Leg	Bringhurst	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wakefield	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Bringhurst	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wakefield	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BringhurstSt-WakefieldSt-BringhurstSt-WakefieldSt-2023-03-24-4-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	25 (IN)
*	C	7.30 (%)
*	D	7.10 (%)
*	E	6.70 (%)
*	F	6.80 (%)
*	G	7.20 (%)
*	H	6.90 (%)
*	I	7.40 (%)
*	J	54 (IN)
*	K	3 (IN)
*	L	27 (IN)
*	M	72 (IN)
*	N	4 (IN)
*	O	33 (IN)
*	P	46 (IN)
*	Q	9.00 (%)
*	R	6.00 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	180 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



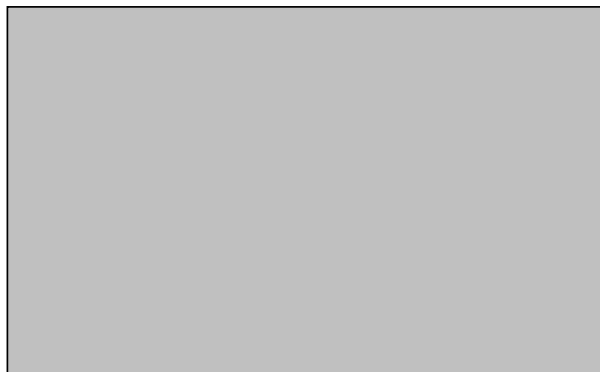
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	05	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	5.00	%		
Cross Slope in Front of Ramp (Road Profile)	2.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	11.6	%
Intersection Ramp # of #	3	4		
*Ramp Location (Use Figure Below)				07
*Curb Ramp Type	Type 1			
*North Leg	Bringhurst	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wakefield	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Bringhurst	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wakefield	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BringhurstSt-WakefieldSt-BringhurstSt-WakefieldSt-2023-05-05-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	48 (IN)
*	C	6.60 (%)
*	D	7.80 (%)
*	E	7.20 (%)
*	F	6.30 (%)
*	G	7.90 (%)
*	H	9.80 (%)
*	I	8.90 (%)
*	J	88 (IN)
*	K	6 (IN)
*	L	24 (IN)
*	M	126 (IN)
*	N	3 (IN)
*	O	32 (IN)
*	P	48 (IN)
*	Q	2.10 (%)
*	R	1.40 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	05	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.00	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	9.0	%
Intersection Ramp # of #	4	4		
*Ramp Location (Use Figure Below)				09
*Curb Ramp Type	Type 1			
*North Leg	Bringhurst	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wakefield	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Bringhurst	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wakefield	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BringhurstSt-WakefieldSt-BringhurstSt-WakefieldSt-2023-05-05-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	76 (IN)
*	C	7.00 (%)
*	D	8.10 (%)
*	E	7.80 (%)
*	F	7.00 (%)
*	G	7.90 (%)
*	H	10.00 (%)
*	I	9.30 (%)
*	J	88 (IN)
*	K	3 (IN)
*	L	37 (IN)
*	M	126 (IN)
*	N	6 (IN)
*	O	39 (IN)
*	P	48 (IN)
*	Q	2.10 (%)
*	R	1.40 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



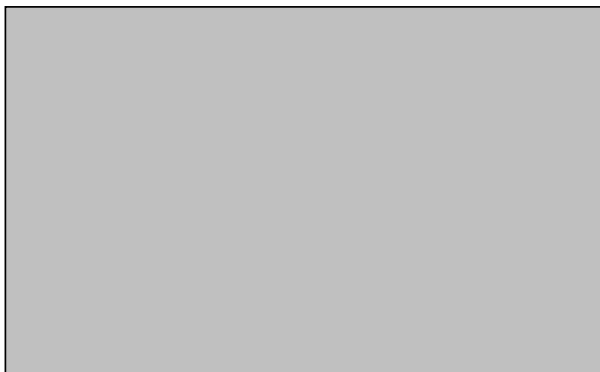
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	02	17	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.50	%		
Cross Slope in Front of Ramp (Road Profile)	2.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	8.5	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				02
*Curb Ramp Type	Type 1			
*North Leg	Wakefield	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Clapier	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Wakefield	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Clapier	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WakefieldSt-ClapierSt-WakefieldSt-ClapierSt-2023-02-17-2-Type1
* Status	Current
Level of Service	Meets RC-67M

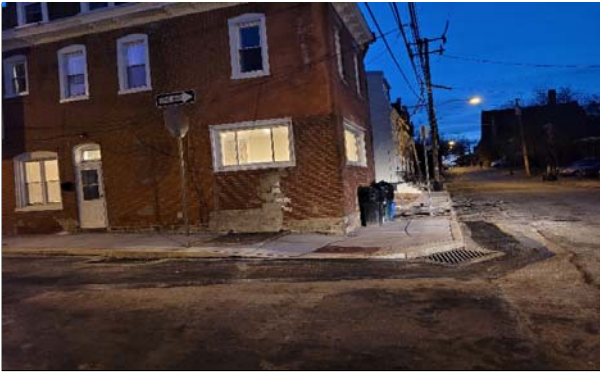
See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	48 (IN)
*	C	8.00 (%)
*	D	10.00 (%)
*	E	9.90 (%)
*	F	6.10 (%)
*	G	7.90 (%)
*	H	9.50 (%)
*	I	7.70 (%)
*	J	84 (IN)
*	K	5 (IN)
*	L	36 (IN)
*	M	87 (IN)
*	N	4 (IN)
*	O	16 (IN)
*	P	48 (IN)
*	Q	4.60 (%)
*	R	2.90 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	10	28	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.00	%		
Cross Slope in Front of Ramp (Road Profile)	1.20	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	4.5	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	14			
*Curb Ramp Type	Type 1			
*North Leg		(segment)	(offset)	
*North Leg Desc.				
*East Leg	Normandy	(segment)	(offset)	
*East Leg Desc.	Dr			
*South Leg	Narcissus	(segment)	(offset)	
*South Leg Desc.	Rd			
*West Leg	Normandy	(segment)	(offset)	
*West Leg Desc.	Dr			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-NormandyDr-NarcissusRd-NormandyDr-2022-10-28-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	50 (IN)
*	C	3.50 (%)
*	D	4.80 (%)
*	E	3.60 (%)
*	F	3.20 (%)
*	G	5.00 (%)
*	H	2.40 (%)
*	I	3.40 (%)
*	J	48 (IN)
*	K	4 (IN)
*	L	44 (IN)
*	M	48 (IN)
*	N	4 (IN)
*	O	47 (IN)
*	P	48 (IN)
*	Q	2.60 (%)
*	R	2.50 (%)
*	S	1.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	10	28	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	3.60	%		
Cross Slope in Front of Ramp (Road Profile)	1.50	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	10.2	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg		(segment)	(offset)	
*North Leg Desc.				
*East Leg	Normandy	(segment)	(offset)	
*East Leg Desc.	Dr			
*South Leg	Neptune	(segment)	(offset)	
*South Leg Desc.	Rd			
*West Leg	Normandy	(segment)	(offset)	
*West Leg Desc.	Dr			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-NormandyDr-NeptuneRd-NormandyDr-2022-10-28-14-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	6.60 (%)
*	D	3.90 (%)
*	E	7.10 (%)
*	F	6.70 (%)
*	G	5.80 (%)
*	H	4.80 (%)
*	I	3.20 (%)
*	J	74 (IN)
*	K	6 (IN)
*	L	93 (IN)
*	M	76 (IN)
*	N	4 (IN)
*	O	48 (IN)
*	P	48 (IN)
*	Q	7.40 (%)
*	R	2.80 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



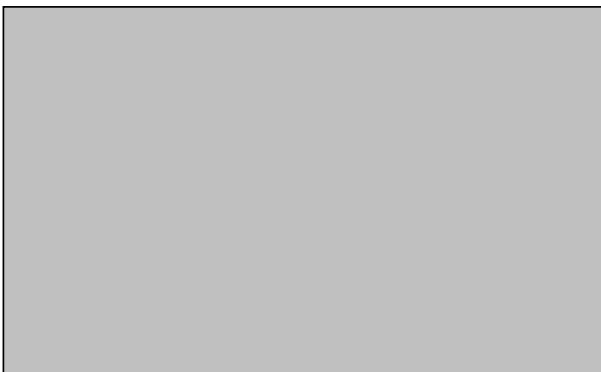
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	21	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.70	%		
Cross Slope in Front of Ramp (Road Profile)	1.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	5.2	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	09			
*Curb Ramp Type	Type 1			
*North Leg	Verree	(segment)	(offset)	
*North Leg Desc.	Rd	SR	1001	
*East Leg	Arnold	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Verree	(segment)	(offset)	
*South Leg Desc.	Rd	SR	1001	
*West Leg	Arnold	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-VerreeRd-ArnoldSt-VerreeRd-ArnoldSt-2022-06-21-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	34 (IN)
*	C	3.50 (%)
*	D	3.10 (%)
*	E	2.70 (%)
*	F	2.50 (%)
*	G	2.00 (%)
*	H	1.00 (%)
*	I	1.00 (%)
*	J	87 (IN)
*	K	4 (IN)
*	L	24 (IN)
*	M	78 (IN)
*	N	3 (IN)
*	O	29 (IN)
*	P	52 (IN)
*	Q	3.60 (%)
*	R	4.50 (%)
*	S	1.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	60 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	01	30	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	5.80	%		
Cross Slope in Front of Ramp (Road Profile)	0.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	10.2	%
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)	02			
*Curb Ramp Type	Type 1			
*North Leg	Craig	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg		(segment)	(offset)	
*East Leg Desc.				
*South Leg	Craig	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Decatur	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CraigSt-CraigSt-DecaturSt-2023-01-30-2-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	72 (IN)
*	C	4.40 (%)
*	D	3.70 (%)
*	E	4.00 (%)
*	F	4.20 (%)
*	G	5.80 (%)
*	H	3.30 (%)
*	I	4.10 (%)
*	J	60 (IN)
*	K	3 (IN)
*	L	55 (IN)
*	M	52 (IN)
*	N	3 (IN)
*	O	51 (IN)
*	P	50 (IN)
*	Q	1.70 (%)
*	R	1.60 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	02	23	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.00	%		
Cross Slope in Front of Ramp (Road Profile)	0.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	9.4	%
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)				19
*Curb Ramp Type	Type 1			
*North Leg	Craig	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg		(segment)	(offset)	
*East Leg Desc.				
*South Leg	Craig	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Decatur	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CraigSt-CraigSt-DecaturSt-2023-02-23-19-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	70 (IN)
*	C	7.40 (%)
*	D	2.60 (%)
*	E	4.80 (%)
*	F	7.50 (%)
*	G	6.30 (%)
*	H	5.00 (%)
*	I	4.20 (%)
*	J	60 (IN)
*	K	4 (IN)
*	L	26 (IN)
*	M	60 (IN)
*	N	4 (IN)
*	O	46 (IN)
*	P	48 (IN)
*	Q	2.50 (%)
*	R	2.20 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



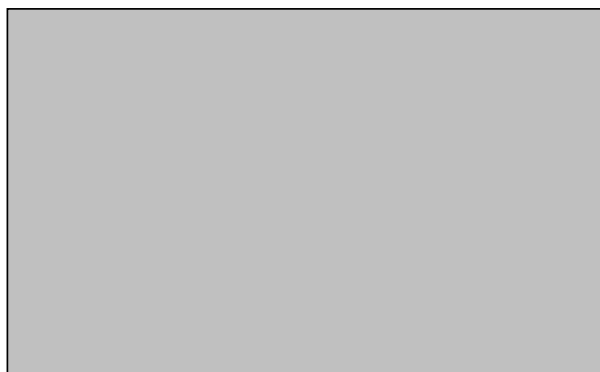
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	02	23	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.40	%		
Cross Slope in Front of Ramp (Road Profile)	0.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	9.7	%
Intersection Ramp # of #	3	4		
*Ramp Location (Use Figure Below)				17
*Curb Ramp Type	Type 1			
*North Leg	Rhawn	(segment)	(offset)	
*North Leg Desc.	St	SR	1014	
*East Leg	Craig	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Rhawn	(segment)	(offset)	
*South Leg Desc.	St	SR	1014	
*West Leg	Craig	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RhawnSt-CraigSt-RhawnSt-CraigSt-2023-02-23-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	54 (IN)
*	C	7.30 (%)
*	D	6.80 (%)
*	E	6.50 (%)
*	F	6.80 (%)
*	G	6.80 (%)
*	H	6.90 (%)
*	I	6.10 (%)
*	J	96 (IN)
*	K	6 (IN)
*	L	42 (IN)
*	M	92 (IN)
*	N	4 (IN)
*	O	58 (IN)
*	P	48 (IN)
*	Q	1.20 (%)
*	R	1.50 (%)
*	S	1.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	180 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



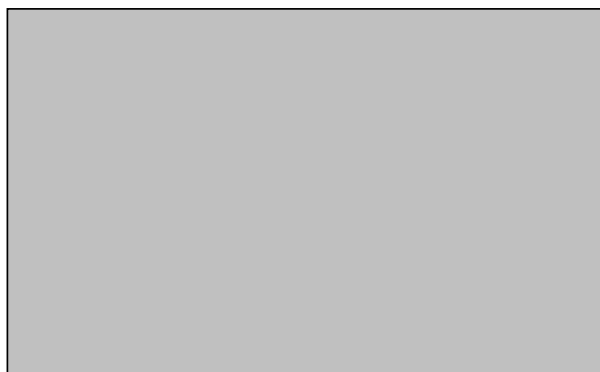
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	02	23	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	4.00	%		
Cross Slope in Front of Ramp (Road Profile)	2.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	7.3	%
Intersection Ramp # of #	4	4		
*Ramp Location (Use Figure Below)				19
*Curb Ramp Type	Type 1			
*North Leg	Rhawn	(segment)	(offset)	
*North Leg Desc.	St	SR	1014	
*East Leg	Craig	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Rhawn	(segment)	(offset)	
*South Leg Desc.	St	SR	1014	
*West Leg	Craig	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-RhawnSt-CraigSt-RhawnSt-CraigSt-2023-02-23-19-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	51 (IN)
*	C	3.30 (%)
*	D	2.60 (%)
*	E	2.60 (%)
*	F	3.60 (%)
*	G	3.60 (%)
*	H	6.40 (%)
*	I	6.90 (%)
*	J	96 (IN)
*	K	4 (IN)
*	L	32 (IN)
*	M	92 (IN)
*	N	2 (IN)
*	O	55 (IN)
*	P	48 (IN)
*	Q	1.20 (%)
*	R	1.50 (%)
*	S	1.30 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	180 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



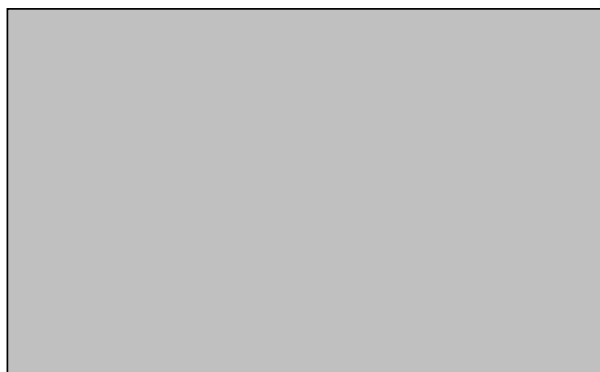
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	11	04
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Double Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.10	%	
Cross Slope in Front of Ramp (Road Profile)	1.10	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	10.4 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	18		
*Curb Ramp Type	Type 1		
*North Leg	Leon	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Fuller	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Leon	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Fuller	(segment)	(offset)
*West Leg Desc.	St		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-LeonSt-FullerSt-LeonSt-FullerSt-2022-11-04-18-Type1
* Status	Current
Level of Service	Ex - Provides Max Access

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	54 (IN)
*	C	9.30 (%)
*	D	7.20 (%)
*	E	9.00 (%)
*	F	9.20 (%)
*	G	9.90 (%)
*	H	8.40 (%)
*	I	5.70 (%)
*	J	84 (IN)
*	K	6 (IN)
*	L	56 (IN)
*	M	84 (IN)
*	N	7 (IN)
*	O	64 (IN)
*	P	51 (IN)
*	Q	4.30 (%)
*	R	0.90 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.30 (%)
*	X	48 (IN)
*	Y	119 (IN)
*	YY	116 (IN)
*	Z	48 (IN)
*	ZZ	51 (IN)
*	AA	26 (IN)
*	BB	26 (IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



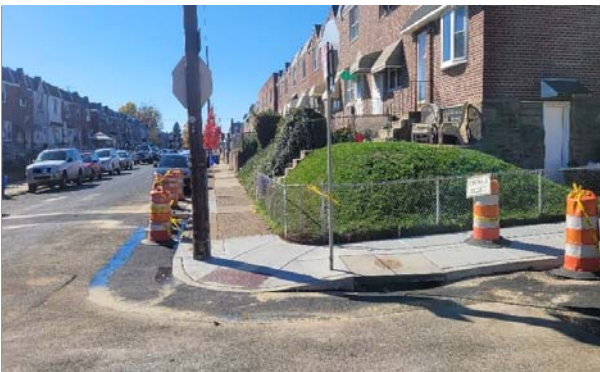
Insert Picture 4



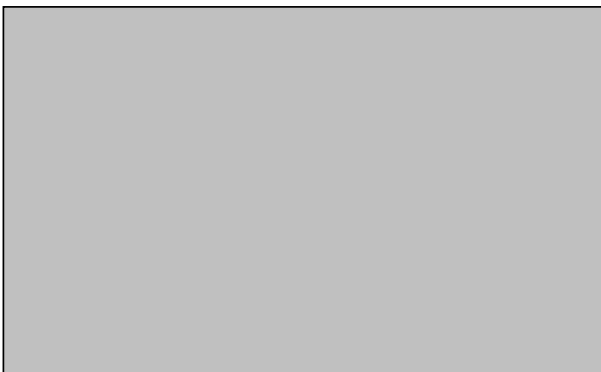
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6




See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(01-09) **pennsylvania** DEPARTMENT OF TRANSPORTATION Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

*Facility Type <input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____	Complete Section Below to ADD Location to Transition Plan *Add Location to Transition Plan <input type="radio"/> Yes <input checked="" type="radio"/> No Suggested Repair _____ N/A Approx. Repair Costs _____ N/A Actual Repair Costs _____ N/A Date Repaired _____ N/A								
Justification for Technically Infeasible (check all that apply) <input checked="" type="checkbox"/> Limited Right-of-Way <input checked="" type="checkbox"/> Existing Utilities <input checked="" type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 _____ <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____	General Information *District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # _____ Submitter Information Submitted By: Amy Leib, P.E. Submitter Company: Duffield Associates Inc. Street Address: 211 N. 13th Street, Suite 704 City State Zip: Philadelphia, PA 19107 Telephone: (215) 545-7295 *Date Submitted: March 26, 2020								
Project Information Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input checked="" type="checkbox"/> Other PWD GSI Project Pedestrian Traffic <input type="radio"/> Yes <input checked="" type="radio"/> No Pedestrian Trip Generators <input type="radio"/> Yes <input checked="" type="radio"/> No Safety Concerns <input type="radio"/> Yes <input checked="" type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Crosswalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input checked="" type="radio"/> No ADT _____	Location Identification Leon Street Northbound *SR North - Segment, Offset _____ Leon Street *SR South - Segment, Offset _____ Fuller Street *SR East - Segment, Offset _____ Fuller Street *SR West - Segment, Offset _____ 18 Location # _____								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Investigated design alternatives</th> <th style="width: 50%;">Why alternative was not selected</th> </tr> </thead> <tbody> <tr> <td>1) Move ramp farther south</td> <td>Interferes with existing city inlet</td> </tr> <tr> <td>2) Move ramp farther west</td> <td>Interferes with existing city inlet</td> </tr> <tr> <td>3) Lengthen ramp</td> <td>Adjacent existing chain link fence will not allow a longer ramp</td> </tr> </tbody> </table>		Investigated design alternatives	Why alternative was not selected	1) Move ramp farther south	Interferes with existing city inlet	2) Move ramp farther west	Interferes with existing city inlet	3) Lengthen ramp	Adjacent existing chain link fence will not allow a longer ramp
Investigated design alternatives	Why alternative was not selected								
1) Move ramp farther south	Interferes with existing city inlet								
2) Move ramp farther west	Interferes with existing city inlet								
3) Lengthen ramp	Adjacent existing chain link fence will not allow a longer ramp								
Alternative selected and description of what requirement is not met A diagonal ramp is proposed for two crossings with a maximum ramp slope of 12.6%. This design provides access to the maximum extent feasible.									
									
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">ADA Review Committee Recommendation</th> <th style="width: 50%;">ADE of Design Approval Status</th> </tr> </thead> <tbody> <tr> <td> <input checked="" type="radio"/> Approved <i>[Signature]</i> 5/15/2020 <input type="radio"/> Denied ADA Review Committee Chair - Date </td> <td> <input type="radio"/> Approved <i>[Signature]</i> 03/31/2021 <input type="radio"/> Denied District ADE of Design - Date </td> </tr> </tbody> </table>		ADA Review Committee Recommendation	ADE of Design Approval Status	<input checked="" type="radio"/> Approved <i>[Signature]</i> 5/15/2020 <input type="radio"/> Denied ADA Review Committee Chair - Date	<input type="radio"/> Approved <i>[Signature]</i> 03/31/2021 <input type="radio"/> Denied District ADE of Design - Date				
ADA Review Committee Recommendation	ADE of Design Approval Status								
<input checked="" type="radio"/> Approved <i>[Signature]</i> 5/15/2020 <input type="radio"/> Denied ADA Review Committee Chair - Date	<input type="radio"/> Approved <i>[Signature]</i> 03/31/2021 <input type="radio"/> Denied District ADE of Design - Date								
TIF #: TIF-06-Philadelphia-Philadelphia City-(Leon Street)-(Leon Street)-(Fuller Street)-(Fuller Street)-18 Mar 26, 2020 (TIF Number automatically assigned. All fields marked with * provide data for TIF #)									

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)



RAMP DESIGNS
 RELEASED FOR CONSTRUCTION
 Philadelphia Streets Dept
 Marques Brown
 ADA Unit

(01-09)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Moving the ramp farther south would result in interference with an existing city inlet. For this reason, this alternative was not selected.

Investigated Design Alternative #2

Moving the ramp farther west would result in interference with an existing city inlet. For this reason, this alternative was not selected.

Investigated Design Alternative #3

There is limited space between the curb line and the adjacent existing chain link fence along the back of the sidewalk. Due to these limitations, the ramp cannot be made longer.

Summary

A maximum landing slope of 2.0% and a maximum ramp slope of 12.6% with maximum 8.2% ramp flares was designed. This design provides access to the maximum extent feasible.

TIF #: TIF-06-Philadelphia-Philadelphia City-(Leon Street)-(Leon Street)-(Fuller Street)-(Fuller Street)-18-Mar 26, 2020
 (TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 2 - Technically Infeasible Form



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	12	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	4.50	%		
Cross Slope in Front of Ramp (Road Profile)	0.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	11.7	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				04
*Curb Ramp Type	Type 1			
*North Leg	Duval	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Cherokee	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Duval	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Cherokee	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-DuvalSt-CherokeeSt-DuvalSt-CherokeeSt-2023-05-12-4-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	24 (IN)
*	C	7.20 (%)
*	D	8.20 (%)
*	E	8.80 (%)
*	F	6.50 (%)
*	G	6.40 (%)
*	H	8.10 (%)
*	I	9.10 (%)
*	J	69 (IN)
*	K	6 (IN)
*	L	55 (IN)
*	M	72 (IN)
*	N	3 (IN)
*	O	32 (IN)
*	P	48 (IN)
*	Q	0.50 (%)
*	R	0.50 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



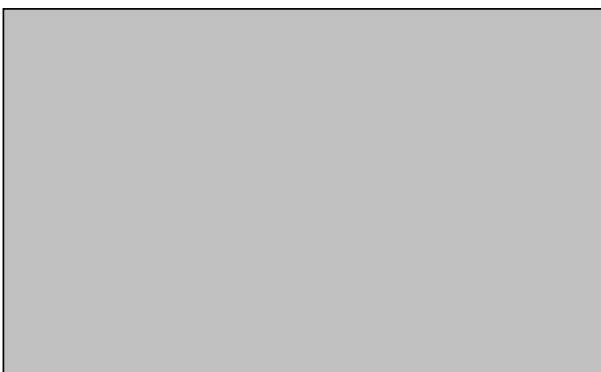
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	12	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.80	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	5.6	%
Intersection Ramp # of #	1	3		
*Ramp Location (Use Figure Below)				04
*Curb Ramp Type	Type 1			
*North Leg	Pomona	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Cherokee	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Pomona	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Cherokee	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-PomonaSt-CherokeeSt-PomonaSt-CherokeeSt-2023-05-12-4-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	50 (IN)
*	C	4.80 (%)
*	D	7.30 (%)
*	E	6.40 (%)
*	F	5.40 (%)
*	G	4.60 (%)
*	H	5.70 (%)
*	I	6.90 (%)
*	J	48 (IN)
*	K	4 (IN)
*	L	70 (IN)
*	M	76 (IN)
*	N	4 (IN)
*	O	48 (IN)
*	P	48 (IN)
*	Q	0.50 (%)
*	R	2.00 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



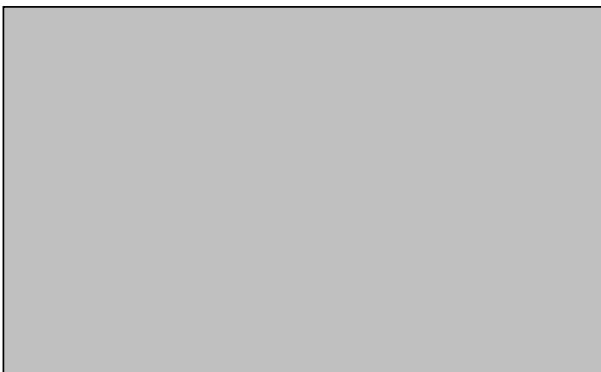
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	12	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	3.70	%		
Cross Slope in Front of Ramp (Road Profile)	1.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	7.3	%
Intersection Ramp # of #	2	3		
*Ramp Location (Use Figure Below)	07			
*Curb Ramp Type	Type 1			
*North Leg	Pomona	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Cherokee	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Pomona	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Cherokee	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-PomonaSt-CherokeeSt-PomonaSt-CherokeeSt-2023-05-12-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	60 (IN)
*	C	3.60 (%)
*	D	7.80 (%)
*	E	4.70 (%)
*	F	1.90 (%)
*	G	2.50 (%)
*	H	2.30 (%)
*	I	2.20 (%)
*	J	72 (IN)
*	K	4 (IN)
*	L	43 (IN)
*	M	112 (IN)
*	N	3 (IN)
*	O	32 (IN)
*	P	48 (IN)
*	Q	0.50 (%)
*	R	1.60 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



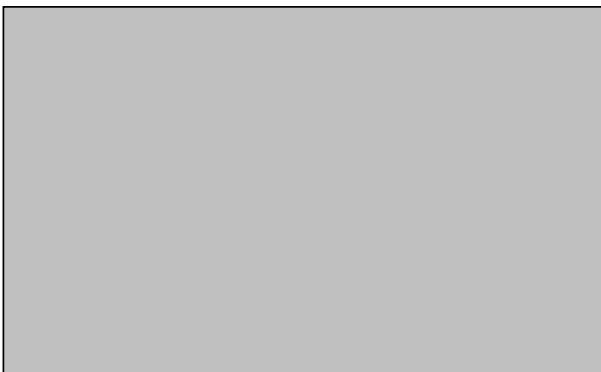
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	12	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.00	%		
Cross Slope in Front of Ramp (Road Profile)	0.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	2.8	%
Intersection Ramp # of #	3	3		
*Ramp Location (Use Figure Below)	17			
*Curb Ramp Type	Type 2			
*North Leg	Pomona	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Cherokee	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Pomona	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Cherokee	(segment)	(offset)	
*West Leg Desc.	St			

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-PomonaSt-CherokeeSt-PomonaSt-CherokeeSt-2023-05-12-17-Type2
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>60 (IN)</td></tr> <tr><td>*</td><td>B</td><td>62 (IN)</td></tr> <tr><td>*</td><td>C</td><td>(%)</td></tr> <tr><td>*</td><td>D</td><td>8.30 (%)</td></tr> <tr><td>*</td><td>E</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>F</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>G</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>4.80 (%)</td></tr> <tr><td>*</td><td>J</td><td>60 (IN)</td></tr> <tr><td>*</td><td>K</td><td>6 (IN)</td></tr> <tr><td>*</td><td>L</td><td>63 (IN)</td></tr> <tr><td>*</td><td>M</td><td>76 (IN)</td></tr> <tr><td>*</td><td>N</td><td>4 (IN)</td></tr> <tr><td>*</td><td>O</td><td>84 (IN)</td></tr> <tr><td>*</td><td>P</td><td>(IN)</td></tr> <tr><td>*</td><td>Q</td><td>0.80 (%)</td></tr> <tr><td>*</td><td>R</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>S</td><td>(%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>0 (IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.80 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	60 (IN)	*	B	62 (IN)	*	C	(%)	*	D	8.30 (%)	*	E	1.80 (%)	*	F	1.60 (%)	*	G	1.60 (%)	*	H	(%)	*	I	4.80 (%)	*	J	60 (IN)	*	K	6 (IN)	*	L	63 (IN)	*	M	76 (IN)	*	N	4 (IN)	*	O	84 (IN)	*	P	(IN)	*	Q	0.80 (%)	*	R	3.50 (%)	*	S	(%)	*	T	(IN)	*	U	0 (IN)	*	V	(%)	*	W	0.80 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)
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<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																		

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	08	09
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.30	%	
Cross Slope in Front of Ramp (Road Profile)	0.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	9.3 %
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	70th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	2776
*South Leg	70th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	2776

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-70thSt-3021SR-70thSt-3021SR-2022-08-09-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	82 (IN)
*	C	7.00 (%)
*	D	1.40 (%)
*	E	3.50 (%)
*	F	4.00 (%)
*	G	7.55 (%)
*	H	-999.00 (%)
*	I	-999.00 (%)
*	J	206 (IN)
*	K	2 (IN)
*	L	54 (IN)
*	M	172 (IN)
*	N	6 (IN)
*	O	13 (IN)
*	P	62 (IN)
*	Q	1.40 (%)
*	R	1.70 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

Rolled curb on right side of ramp.

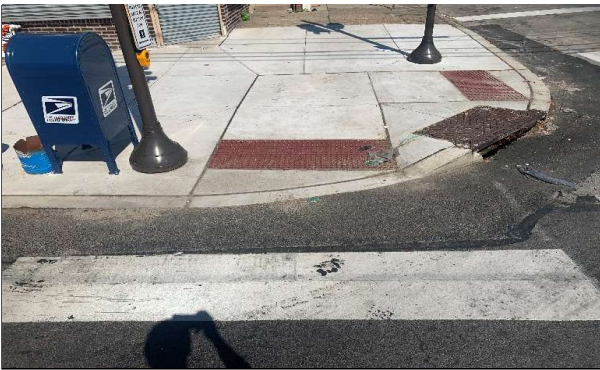
See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



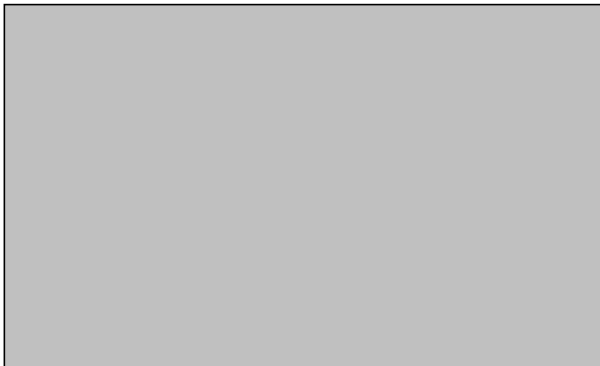
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	08	09
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	5.00	%	
Cross Slope in Front of Ramp (Road Profile)	1.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	8.0 %
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	70th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	2776
*South Leg	70th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	2776

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-70thSt-3021SR-70thSt-3021SR-2022-08-09-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	79 (IN)
*	C	3.00 (%)
*	D	-999.00 (%)
*	E	-999.00 (%)
*	F	0.90 (%)
*	G	1.50 (%)
*	H	7.90 (%)
*	I	1.90 (%)
*	J	206 (IN)
	K	6 (IN)
	L	19 (IN)
*	M	172 (IN)
	N	2 (IN)
	O	90 (IN)
*	P	60 (IN)
*	Q	1.40 (%)
*	R	1.70 (%)
*	S	1.60 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
	Y	(IN)
	YY	120 (IN)
	Z	(IN)
	ZZ	240 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

Rolled curb on left side of ramp.

See the last tab of this workbook for instructions



Insert Picture 1



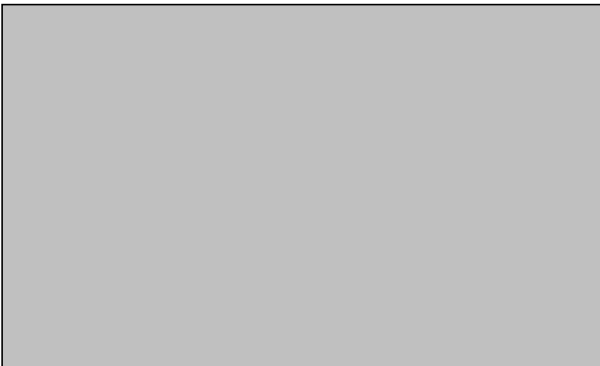
Insert Picture 4



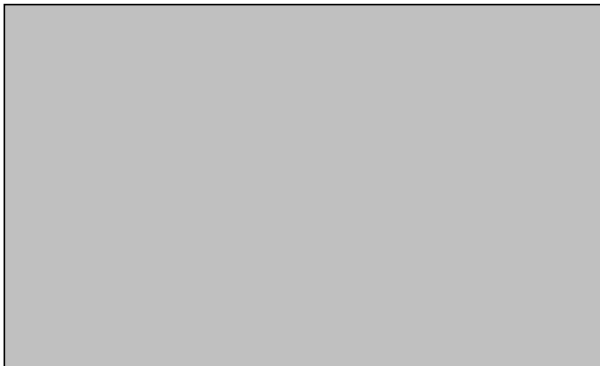
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	08	09
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.10	%	
Cross Slope in Front of Ramp (Road Profile)	1.70	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	4.0 %
Intersection Ramp # of #	3	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	70th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	2776
*South Leg	70th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	2776

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-70thSt-3021SR-70thSt-3021SR-2022-08-09-7-Type1
* Status	Current
Level of Service	As Per Contract Documents

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	145 (IN)
*	C	1.90 (%)
*	D	14.90 (%)
*	E	9.50 (%)
*	F	0.90 (%)
*	G	0.30 (%)
*	H	1.60 (%)
*	I	3.10 (%)
*	J	174 (IN)
*	K	6 (IN)
*	L	63 (IN)
*	M	210 (IN)
*	N	6 (IN)
*	O	72 (IN)
*	P	60 (IN)
*	Q	0.70 (%)
*	R	1.00 (%)
*	S	0.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



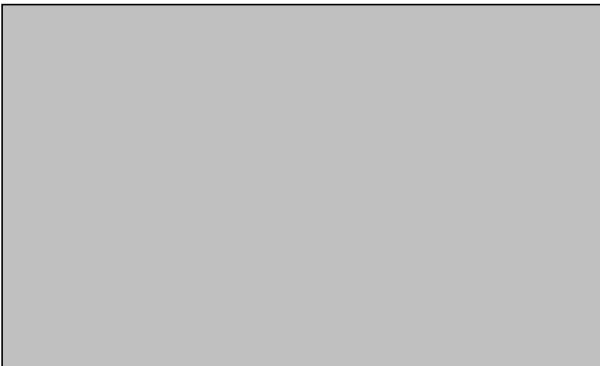
Insert Picture 4



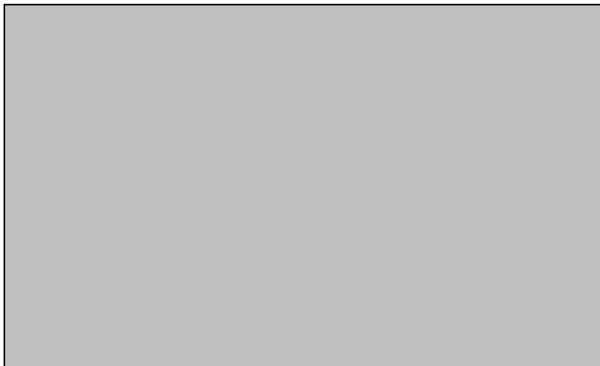
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(01-09)

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form									
(Used to document design decisions and to be completed before construction)									
*Facility Type <input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____	Complete Section Below to ADD Location to Transition Plan *Add Location to Transition Plan <input checked="" type="radio"/> Yes <input type="radio"/> No Suggested Repair _____ Approx. Repair Costs _____ Actual Repair Costs _____ Actual Repair _____ Date Repaired _____								
Justification for Technically Infeasible <i>(check all that apply)</i> <input type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input checked="" type="checkbox"/> Other 1 Steep Left Flare Slopes <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____	General Information *District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # N/A Submitter Information Submitted By: Briana Pampuch Submitter Company: Langan Street Address: 2700 Kelly Road, Suite 200 City State Zip: Warrington, PA 18976 Telephone: 215-491-6500 *Date Submitted: June 8, 2021								
Project Information Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input checked="" type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other New Sidewalk Along Existing Roadway _____ Pedestrian Traffic <input type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input checked="" type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input checked="" type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Crosswalk <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Sidewalk <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input checked="" type="radio"/> No ADT _____	Location Identification Northbound 70th Street *SR North - Segment, Offset 70th Street *SR South - Segment, Offset 3021, Seg 0010 Off 2766 *SR East - Segment, Offset 3021, Seg 0010 Off 2766 *SR West - Segment, Offset 07 Location # _____								
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Investigated design alternatives</th> <th style="width: 50%;">Why alternative was not selected</th> </tr> </thead> <tbody> <tr> <td>1.) Relocate Storm Drain</td> <td>Not Feasible. Relocating is out of the scope of the project.</td> </tr> <tr> <td>2.) Relocate Ramp/Revise Ramp Type</td> <td>Relocated ramp, or a different ramp type, would still have the same issue.</td> </tr> <tr> <td>3.) Design ramp to meet all other specs.</td> <td>N/A</td> </tr> </tbody> </table>	Investigated design alternatives	Why alternative was not selected	1.) Relocate Storm Drain	Not Feasible. Relocating is out of the scope of the project.	2.) Relocate Ramp/Revise Ramp Type	Relocated ramp, or a different ramp type, would still have the same issue.	3.) Design ramp to meet all other specs.	N/A	Alternative selected and description of what requirement is not met Alternative 3 was selected. The excessive left flare ramp slope of 15.0% exceeds the allowable slope of 10%. All other criteria has been satisfied.
Investigated design alternatives	Why alternative was not selected								
1.) Relocate Storm Drain	Not Feasible. Relocating is out of the scope of the project.								
2.) Relocate Ramp/Revise Ramp Type	Relocated ramp, or a different ramp type, would still have the same issue.								
3.) Design ramp to meet all other specs.	N/A								
ADA Review Committee Recommendation <input type="radio"/> Approved <input type="radio"/> Denied ADA Review Committee Chair - Date _____	ADE of Design Approval Status <input type="radio"/> Approved <input type="radio"/> Denied District ADE of Design - Date _____								
TIF #: TIF-TP-06-Philadelphia-Philadelphia City-(70th Street)-(70th Street)-(3021, Seg 0010 Off 2766)-(3021, Seg 0010 Off 2766)-07-Jun 8, 2021 (TIF Number automatically assigned. All fields marked with * provide data for TIF #)									

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)



(01-09)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
 The left flare slope of the ramp is 15.0%. To obtain a 10.0% maximum flare slope, the existing storm drain along Elmwood Avenue would require relocation which is out of scope of the project.

Investigated Design Alternative #2
 Any curb ramp at this location along Elmwood Avenue would have similar flare slope issues.

Investigated Design Alternative #3
 Chosen Alternative. Due to limitations caused by the proposed roadway conditions, construct the ramp to the maximum extent feasible.

Summary
 A new Type 1 Curb Ramp is proposed to be constructed on the northeast corner of the existing intersection between 70th Street and Elmwood Avenue. Design Alternative #3 was selected. The proposed Type 1 Curb Ramp has been designed to the maximum extent feasible to keep the project within the limits of the scope of work. The left flare slope of the curb ramp is 15.0%, which is technically infeasible to meet requirements.

TIF #: *TIF-TP-06-Philadelphia-Philadelphia City-(70th Street)-(70th Street)-(3021, Seg 0010 Off 2766)-(3021, Seg 0010 C*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	08	09
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.40	%	
Cross Slope in Front of Ramp (Road Profile)	1.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	6.1 %
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	70th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	2776
*South Leg	70th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	2776

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-70thSt-3021SR-70thSt-3021SR-2022-08-09-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	79 (IN)
*	C	4.70 (%)
*	D	8.40 (%)
*	E	8.90 (%)
*	F	6.10 (%)
*	G	6.60 (%)
*	H	7.20 (%)
*	I	5.60 (%)
*	J	174 (IN)
	K	6 (IN)
	L	85 (IN)
*	M	210 (IN)
	N	6 (IN)
	O	62 (IN)
*	P	60 (IN)
*	Q	0.70 (%)
*	R	1.00 (%)
*	S	0.70 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
	Y	(IN)
	YY	120 (IN)
	Z	(IN)
	ZZ	240 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



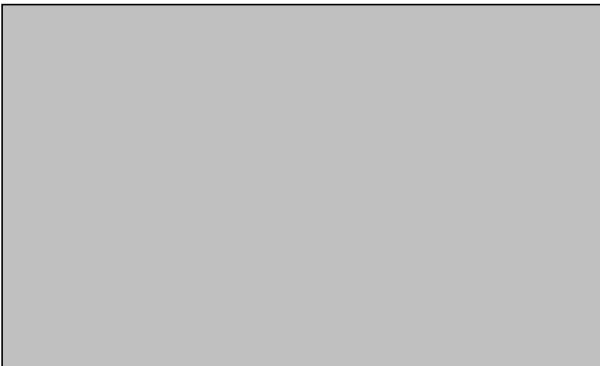
Insert Picture 4



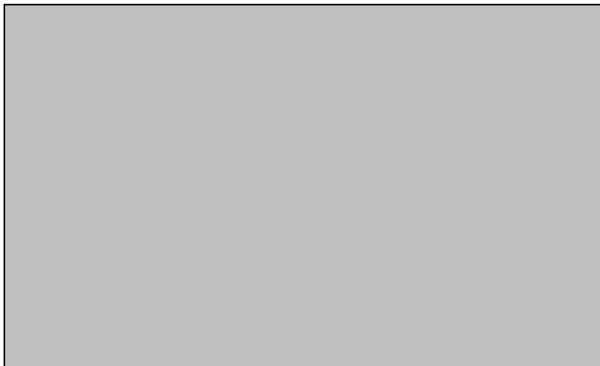
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	08	09
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	5.00	%	
Cross Slope in Front of Ramp (Road Profile)	0.70	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	10.1 %
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	70th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	2776
*South Leg	70th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	2776

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-70thSt-3021SR-70thSt-3021SR-2022-08-09-19-Type1
* Status	Current
Level of Service	As Per Contract Documents

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	79 (IN)
*	C	5.10 (%)
*	D	2.30 (%)
*	E	3.30 (%)
*	F	4.90 (%)
*	G	9.80 (%)
*	H	10.70 (%)
*	I	9.80 (%)
*	J	175 (IN)
*	K	2 (IN)
*	L	55 (IN)
*	M	207 (IN)
*	N	6 (IN)
*	O	58 (IN)
*	P	60 (IN)
*	Q	4.90 (%)
*	R	0.30 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	240 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



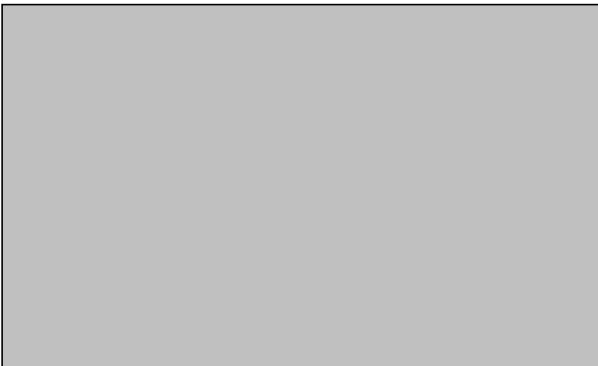
Insert Picture 4



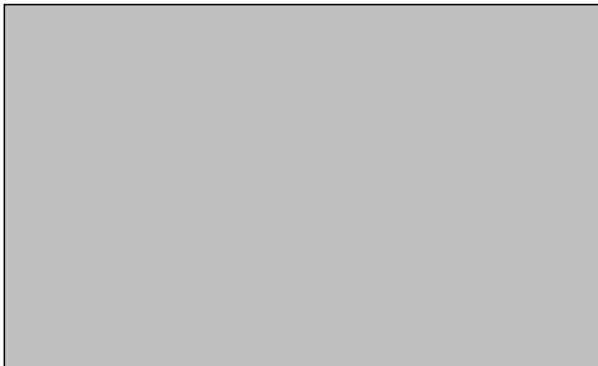
Insert Picture 2



Insert Picture 5



Insert Picture 3



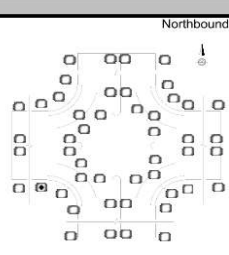

Insert Picture 6

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(01-09) Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

<p>*Facility Type</p> <p><input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____</p>	<p>Complete Section Below to ADD Location to Transition Plan</p> <p>*Add Location to Transition Plan <input checked="" type="radio"/> Yes <input type="radio"/> No</p> <p>Suggested Repair _____ Approx. Repair Costs _____ Actual Repair Costs _____ Actual Repair _____ Date Repaired _____</p>								
<p>Justification for Technically Infeasible</p> <p><i>(check all that apply)</i></p> <p><input type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input checked="" type="checkbox"/> Other 1 Steep Right Flare Slopes <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____</p>	<p>General Information</p> <p>*District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # N/A</p> <p>Submitter Information</p> <p>Submitted By: Briana Pampuch Submitter Company: Langan Street Address: 2700 Kelly Road, Suite 200 City State Zip: Warrington, PA 18976 Telephone: 215-491-6500 *Date Submitted: June 8, 2021</p>								
<p>Project Information</p> <p>Project Type</p> <p><input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input checked="" type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ New Sidewalk Along Existing Roadway _____</p> <p>Pedestrian Traffic <input type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input checked="" type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input checked="" type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Crosswalk <input type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input checked="" type="radio"/> No ADT _____</p>	<p>Location Identification</p> <p style="text-align: right;">Northbound</p> <p>70th Street *SR North - Segment, Offset</p> <p>70th Street *SR South - Segment, Offset</p> <p>3021_Seg 0010 Off 2766 *SR East - Segment, Offset</p> <p>3021_Seg 0010 Off 2766 *SR West - Segment, Offset</p> <p style="text-align: center;">19</p> <p>Location # _____</p> 								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Investigated design alternatives</th> <th style="width: 50%;">Why alternative was not selected</th> </tr> </thead> <tbody> <tr> <td>1.) Relocate Storm Drain</td> <td>Not Feasible. Relocating is out of the scope of the project.</td> </tr> <tr> <td>2.) Relocate Ramp/Revise Ramp Type</td> <td>Relocated ramp, or a different ramp type, would still have the same issue.</td> </tr> <tr> <td>3.) Design ramp to meet all other specs.</td> <td>N/A</td> </tr> </tbody> </table>		Investigated design alternatives	Why alternative was not selected	1.) Relocate Storm Drain	Not Feasible. Relocating is out of the scope of the project.	2.) Relocate Ramp/Revise Ramp Type	Relocated ramp, or a different ramp type, would still have the same issue.	3.) Design ramp to meet all other specs.	N/A
Investigated design alternatives	Why alternative was not selected								
1.) Relocate Storm Drain	Not Feasible. Relocating is out of the scope of the project.								
2.) Relocate Ramp/Revise Ramp Type	Relocated ramp, or a different ramp type, would still have the same issue.								
3.) Design ramp to meet all other specs.	N/A								
<p style="text-align: center;">Alternative selected and description of what requirement is not met</p> <p>Alternative 3 was selected. The excessive left flare ramp slope of 10.7.0% exceeds the allowable slope of 10%. All other criteria has been satisfied.</p>									
									
<p>ADA Review Committee Recommendation</p> <p><input type="radio"/> Approved <input type="radio"/> Denied ADA Review Committee Chair - Date _____</p>	<p>ADE of Design Approval Status</p> <p><input type="radio"/> Approved <input type="radio"/> Denied District ADE of Design - Date _____</p>								
<p>TIF #: TIF-TP-06-Philadelphia-Philadelphia City-(70th Street)-(70th Street)-(3021_Seg 0010 Off 2766)-(3021_Seg 0010 Off 2766)-19-Jun 8, 2021</p> <p style="text-align: center;"><i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i></p>									

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)



(01-09)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

The left flare slope of the ramp is 10.7%. To obtain a 10.0% maximum flare slope, the existing storm drain along Elmwood Avenue would require relocation which is out of scope of the project.

Investigated Design Alternative #2

Any curb ramp at this location along Elmwood Avenue would have similar flare slope issues.

Investigated Design Alternative #3

Chosen Alternative. Due to limitations caused by the proposed roadway conditions, construct the ramp to the maximum extent feasible.

Summary

A new Type 1 Curb Ramp is proposed to be constructed on the southwest corner of the existing intersection between 70th Street and Elmwood Avenue. Design Alternative #3 was selected. The proposed Type 1 Curb Ramp has been designed to the maximum extent feasible to keep the project within the limits of the scope of work. The right flare slope of the curb ramp is 10.7%, which is technically infeasible to meet requirements.

TIF #: *TIF-TP-06-Philadelphia-Philadelphia City-(70th Street)-(70th Street)-(3021, Seg 0010 Off 2766)-(3021, Seg 0010 C*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	08	09
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.30	%	
Cross Slope in Front of Ramp (Road Profile)	1.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	10.5 %
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	70th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	2776
*South Leg	70th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	2776

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-70thSt-3021SR-70thSt-3021SR-2022-08-09-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	81 (IN)
*	C	7.20 (%)
*	D	0.70 (%)
*	E	4.20 (%)
*	F	6.50 (%)
*	G	4.50 (%)
*	H	5.40 (%)
*	I	6.10 (%)
*	J	175 (IN)
*	K	1 (IN)
*	L	70 (IN)
*	M	207 (IN)
*	N	2 (IN)
*	O	47 (IN)
*	P	60 (IN)
*	Q	4.90 (%)
*	R	0.30 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	08	09
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.20	%	
Cross Slope in Front of Ramp (Road Profile)	1.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	2.8 %
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	70th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	2776
*South Leg	70th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	2776

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-70thSt-3021SR-70thSt-3021SR-2022-08-09-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	146 (IN)
*	C	2.60 (%)
*	D	8.20 (%)
*	E	5.60 (%)
*	F	2.80 (%)
*	G	2.10 (%)
*	H	3.00 (%)
*	I	1.60 (%)
*	J	211 (IN)
*	K	4 (IN)
*	L	74 (IN)
*	M	177 (IN)
*	N	3 (IN)
*	O	86 (IN)
*	P	60 (IN)
*	Q	0.50 (%)
*	R	1.90 (%)
*	S	0.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	240 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



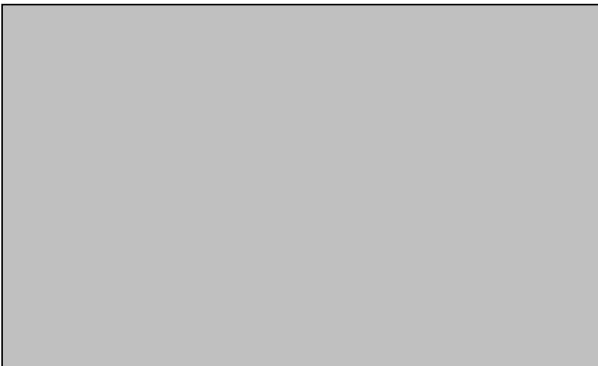
Insert Picture 4



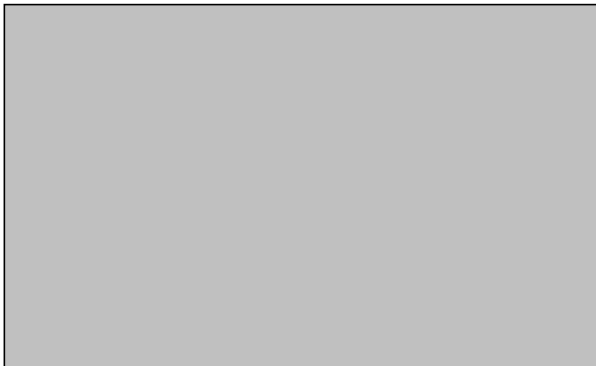
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	08	09
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.40	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	2.8 %
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	70th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	2776
*South Leg	70th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	2776

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-70thSt-3021SR-70thSt-3021SR-2022-08-09-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	70 (IN)
*	C	1.40 (%)
*	D	6.60 (%)
*	E	5.90 (%)
*	F	3.10 (%)
*	G	4.50 (%)
*	H	4.40 (%)
*	I	2.30 (%)
*	J	211 (IN)
*	K	4 (IN)
*	L	60 (IN)
*	M	177 (IN)
*	N	4 (IN)
*	O	68 (IN)
*	P	60 (IN)
*	Q	0.50 (%)
*	R	1.90 (%)
*	S	0.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	240 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



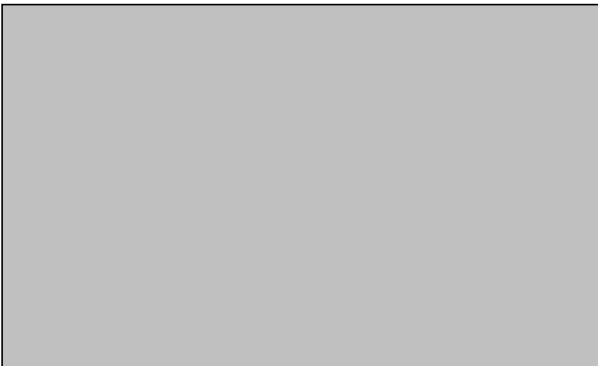
Insert Picture 4



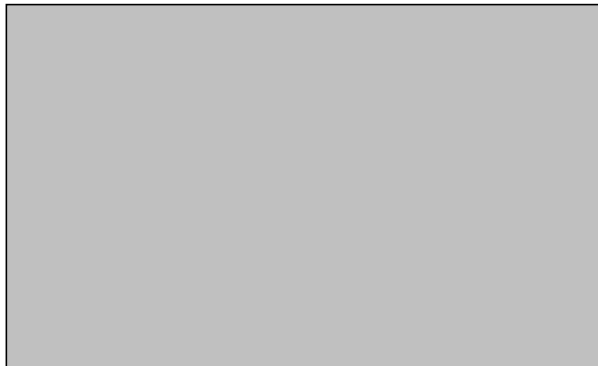
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	5.00	%	
Cross Slope in Front of Ramp (Road Profile)	2.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	12.9 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 4A		
*North Leg	70th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	N/A	(segment)	(offset)
*East Leg Desc.			
*South Leg	70th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Grays	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-70thSt-N/A-70thSt-GraysAve-2022-07-27-14-Type4A
* Status	Current
Level of Service	As Per Contract Documents

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	42 (IN)
*	C	7.90 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	132 (IN)
*	K	4 (IN)
*	L	44 (IN)
*	M	132 (IN)
*	N	6 (IN)
*	O	34 (IN)
*	P	132 (IN)
*	Q	1.40 (%)
*	R	0.90 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	240 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(01-09)

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form <small>(Used to document design decisions and to be completed before construction)</small>									
*Facility Type <input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____	Complete Section Below to ADD Location to Transition Plan *Add Location to Transition Plan <input type="radio"/> Yes <input type="radio"/> No Suggested Repair _____ Approx. Repair Costs _____ Actual Repair Costs _____ Actual Repair _____ Date Repaired _____								
Justification for Technically Infeasible <small>(check all that apply)</small> <input type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input checked="" type="checkbox"/> Other 1 Steep Ex Cross Slope in Front of Ramp <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____	General Information *District: 06 *County: Philadelphia *Township/Boro: Philadelphia City Project ECMS # N/A <hr/> Submitter Information Submitted By: Briana Pampuch Submitter Company: Langan Street Address: 2700 Kelly Road, Suite 200 City State Zip: Warrington, PA 18976 Telephone: 215-491-6500 *Date Submitted: June 8, 2021								
Project Information Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input checked="" type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other New Sidewalk Along Existing Roadway _____ Pedestrian Traffic <input checked="" type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input checked="" type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input checked="" type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Crosswalk <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Sidewalk <input type="radio"/> Yes <input checked="" type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input checked="" type="radio"/> No ADT _____	Location Identification Northbound 70th Street *SR North - Segment, Offset 70th Street *SR South - Segment, Offset *SR East - Segment, Offset Grays Avenue *SR West - Segment, Offset 14 Location # _____								
<table border="1"> <thead> <tr> <th>Investigated design alternatives</th> <th>Why alternative was not selected</th> </tr> </thead> <tbody> <tr> <td>1.) Reprofile Roadway</td> <td>Not Feasible. Reprofiting is out of the scope of the project.</td> </tr> <tr> <td>2.) Relocate Ramp/Revise Ramp Type</td> <td>Relocated ramp, or a different ramp type, would still have the same issue.</td> </tr> <tr> <td>3.) Design ramp to meet all other specs.</td> <td>N/A</td> </tr> </tbody> </table>	Investigated design alternatives	Why alternative was not selected	1.) Reprofile Roadway	Not Feasible. Reprofiting is out of the scope of the project.	2.) Relocate Ramp/Revise Ramp Type	Relocated ramp, or a different ramp type, would still have the same issue.	3.) Design ramp to meet all other specs.	N/A	<p style="text-align: center;">Alternative selected and description of what requirement is not met</p> <p>Alternative 3 was selected. The excessive ramp cross slope in front of the ramp pof 3.7% exceeds the allowable slope of 2%. All other criteria has been satisfied.</p>
Investigated design alternatives	Why alternative was not selected								
1.) Reprofile Roadway	Not Feasible. Reprofiting is out of the scope of the project.								
2.) Relocate Ramp/Revise Ramp Type	Relocated ramp, or a different ramp type, would still have the same issue.								
3.) Design ramp to meet all other specs.	N/A								
ADA Review Committee Recommendation <input type="radio"/> Approved <input type="radio"/> Denied ADA Review Committee Chair - Date _____	ADE of Design Approval Status <input type="radio"/> Approved <input type="radio"/> Denied District ADE of Design - Date _____								
TIF #: TIF-TP-06-Philadelphia-Philadelphia City-(70th Street)-(70th Street)-(Grays Avenue)-14-Jun 8, 2021 <small>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</small>									



(01-09)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

The existing cross slope in front of the ramp is 3.7%. To obtain a 2.0% maximum slope, the 70th street would require re-profiling which is out of scope of the project.

Investigated Design Alternative #2

Any curb ramp at this location along 70th Street would have similar cross slope issues.

Investigated Design Alternative #3

Chosen Alternative. Due to limitations caused by the proposed roadway conditions, construct the ramp to the maximum extent feasible.

Summary

A new Type 4A Curb Ramp is proposed to be constructed on the southeast corner of the existing intersection between 70th Street and Grays Avenue. Design Alternative #3 was selected. The proposed Type 4A Curb Ramp has been designed to the maximum extent feasible to keep the project within the limits of the scope of work. The cross slope in front of the ramp is 3.7%, which is technically infeasible to meet requirements.

TIF #:	<i>TIF-TP-06-Philadelphia-Philadelphia City-(70th Street)-(70th Street)-(Grays Avenue)-14-Jun 8, 2021</i>
<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>	

Sheet 2 - Technically Infeasible Form



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2022	07	27
Field Investigators 1		Rob Cornwall		
Field Investigators 2		Maureen Rankin		
*Engineering District Code		06 - District 6-0		
*County Name		Philadelphia		
*County Code (auto)		101		
*Municipality Name		Philadelphia City		
*Municipality Code (auto)		60000		
Construction Phase		Constructed		
Ramp Crosses		Local Road		
Ramp Surface		Concrete		
Surface Stable, Firm, and Slip Resistant		Yes		
Elevation Differences > 1/4"		No		(X/16")
Grate Openings or Gaps > 1/2"		No		(X/16")
Utilities in Path of Travel		No		
Water Ponding in Path of Travel		No		
Detectable Warning Surface (DWS)		Yes		
DWS type (if applicable)		Poly Conc		
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk		Yes		
Ramp Leads to Accessible Path		Yes		
Longitudinal Slope in Front of Ramp		4.90	%	
Cross Slope in Front of Ramp (Road Profile)		1.70	%	
Turning Maneuver in Street		No		
Turning Maneuver at Top of Ramp (Smax)		Yes		
ECMS #	N/A	Alg Δ Grade	5.4	%
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)		07		
*Curb Ramp Type	Type 4A			
*North Leg	70th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	N/A	(segment)	(offset)	
*East Leg Desc.				
*South Leg	70th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Grays	(segment)	(offset)	
*West Leg Desc.	Ave			

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-70thSt-N/A-70thSt-GraysAve-2022-07-27-7-Type4A
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	42 (IN)
*	C	0.50 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	132 (IN)
*	K	5 (IN)
*	L	32 (IN)
*	M	132 (IN)
*	N	5 (IN)
*	O	23 (IN)
*	P	132 (IN)
*	Q	1.70 (%)
*	R	1.70 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



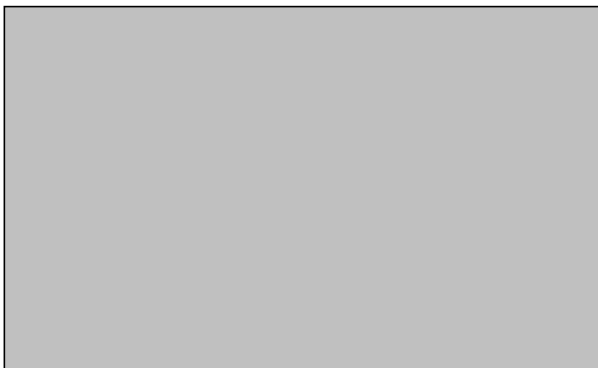
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Steel		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.70	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	4.0 %
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	Driveway 1	(segment)	(offset)
*North Leg Desc.			
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	3288
*South Leg	69th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	3288

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-Driveway1-3021SR-69thSt-3021SR-2022-07-27-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	76 (IN)
*	B	70 (IN)
*	C	2.30 (%)
*	D	9.60 (%)
*	E	8.40 (%)
*	F	3.00 (%)
*	G	1.60 (%)
*	H	0.50 (%)
*	I	3.80 (%)
*	J	216 (IN)
	K	6 (IN)
	L	90 (IN)
*	M	216 (IN)
	N	6 (IN)
	O	60 (IN)
*	P	70 (IN)
*	Q	0.50 (%)
*	R	1.70 (%)
*	S	0.50 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
	Y	(IN)
	YY	120 (IN)
	Z	(IN)
	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



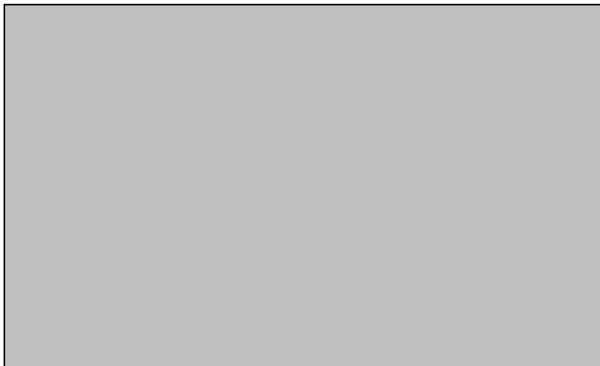
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	08	09
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Steel		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.00	%	
Cross Slope in Front of Ramp (Road Profile)	1.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	5.9 %
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	Driveway 1	(segment)	(offset)
*North Leg Desc.			
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	3288
*South Leg	69th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	3288

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-Driveway1-3021SR-69thSt-3021SR-2022-08-09-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	109 (IN)
*	C	4.90 (%)
*	D	7.90 (%)
*	E	6.10 (%)
*	F	7.00 (%)
*	G	4.80 (%)
*	H	4.50 (%)
*	I	4.70 (%)
*	J	216 (IN)
*	K	5 (IN)
*	L	32 (IN)
*	M	999 (IN)
*	N	4 (IN)
*	O	68 (IN)
*	P	60 (IN)
*	Q	2.80 (%)
*	R	-999.00 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	240 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

No sidewalk to the right of the ramp.

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



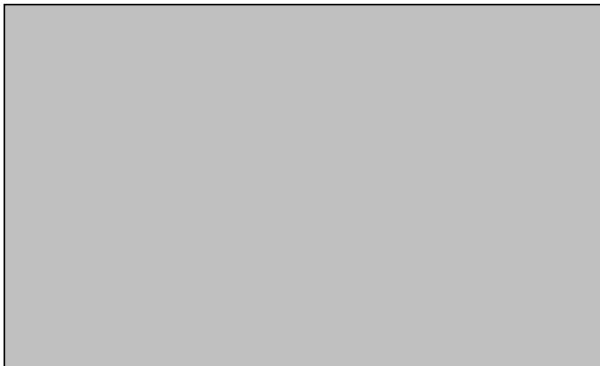
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	08	09
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Steel		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.90	%	
Cross Slope in Front of Ramp (Road Profile)	1.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	3.5 %
Intersection Ramp # of #	3	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	Driveway 1	(segment)	(offset)
*North Leg Desc.			
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	3288
*South Leg	69th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	3288

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-Driveway1-3021SR-69thSt-3021SR-2022-08-09-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	84 (IN)
*	C	1.60 (%)
*	D	7.70 (%)
*	E	6.50 (%)
*	F	1.70 (%)
*	G	0.90 (%)
*	H	3.70 (%)
*	I	5.60 (%)
*	J	999 (IN)
	K	6 (IN)
	L	70 (IN)
*	M	216 (IN)
	N	3 (IN)
	O	36 (IN)
*	P	60 (IN)
*	Q	-999.00 (%)
*	R	1.40 (%)
*	S	1.90 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
	Y	(IN)
	YY	120 (IN)
	Z	(IN)
	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

No sidewalk to the left of the ramp.

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



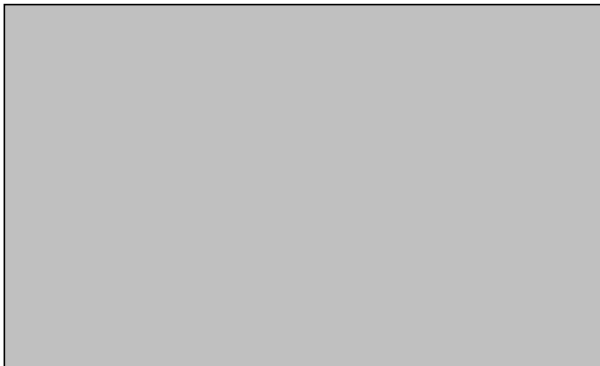
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Steel		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.90	%	
Cross Slope in Front of Ramp (Road Profile)	0.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	6.8 %
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Driveway 1	(segment)	(offset)
*North Leg Desc.			
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	3288
*South Leg	69th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	3288

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-Driveway1-3021SR-69thSt-3021SR-2022-07-27-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	56 (IN)
*	C	5.90 (%)
*	D	6.30 (%)
*	E	6.50 (%)
*	F	5.10 (%)
*	G	6.60 (%)
*	H	9.60 (%)
*	I	8.00 (%)
*	J	216 (IN)
*	K	6 (IN)
*	L	60 (IN)
*	M	216 (IN)
*	N	6 (IN)
*	O	68 (IN)
*	P	60 (IN)
*	Q	1.20 (%)
*	R	1.40 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	240 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



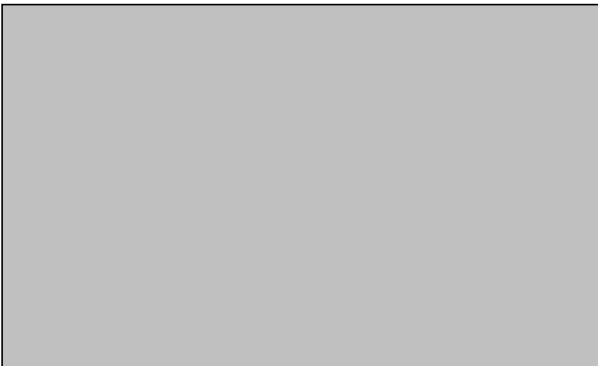
Insert Picture 4



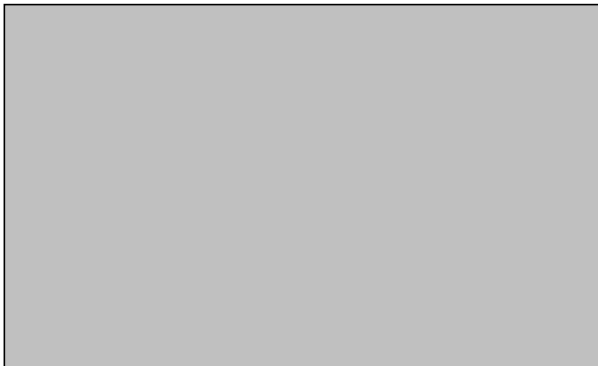
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.90	%	
Cross Slope in Front of Ramp (Road Profile)	1.60	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	5.9 %
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	Driveway 1	(segment)	(offset)
*North Leg Desc.			
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	3288
*South Leg	69th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	3288

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-Driveway1-3021SR-69thSt-3021SR-2022-07-27-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	84 (IN)
*	C	1.00 (%)
*	D	6.30 (%)
*	E	6.60 (%)
*	F	1.20 (%)
*	G	1.40 (%)
*	H	6.80 (%)
*	I	8.90 (%)
*	J	282 (IN)
*	K	4 (IN)
*	L	70 (IN)
*	M	173 (IN)
*	N	4 (IN)
*	O	70 (IN)
*	P	60 (IN)
*	Q	0.60 (%)
*	R	0.20 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	150 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



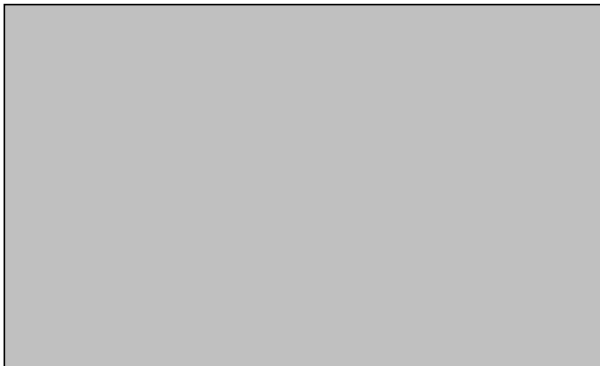
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.60	%	
Cross Slope in Front of Ramp (Road Profile)	1.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	8.7 %
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	Driveway 1	(segment)	(offset)
*North Leg Desc.			
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	3288
*South Leg	69th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	3288

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-Driveway1-3021SR-69thSt-3021SR-2022-07-27-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	60 (IN)
*	C	6.10 (%)
*	D	5.90 (%)
*	E	7.90 (%)
*	F	5.90 (%)
*	G	5.20 (%)
*	H	7.90 (%)
*	I	7.50 (%)
*	J	251 (IN)
*	K	6 (IN)
*	L	66 (IN)
*	M	282 (IN)
*	N	6 (IN)
*	O	70 (IN)
*	P	60 (IN)
*	Q	1.90 (%)
*	R	0.20 (%)
*	S	1.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



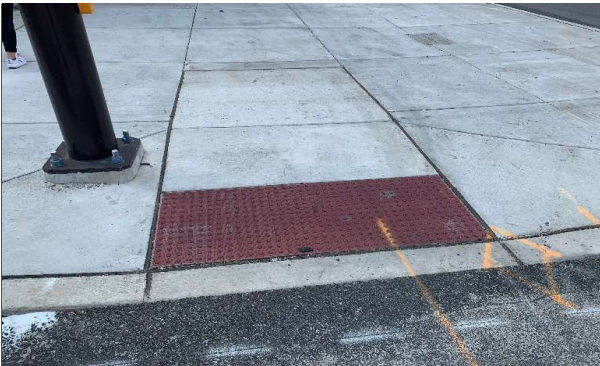
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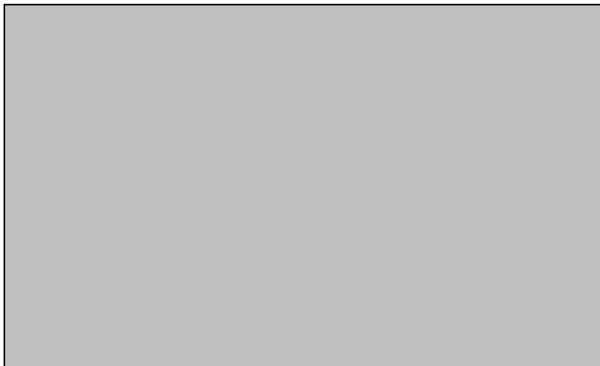
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.80	%	
Cross Slope in Front of Ramp (Road Profile)	0.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	8.9 %
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	Driveway 1	(segment)	(offset)
*North Leg Desc.			
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	3288
*South Leg	69th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	3288

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-Driveway1-3021SR-69thSt-3021SR-2022-07-27-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	60 (IN)
*	C	6.10 (%)
*	D	8.70 (%)
*	E	10.30 (%)
*	F	7.00 (%)
*	G	5.20 (%)
*	H	6.80 (%)
*	I	5.20 (%)
*	J	230 (IN)
	K	6 (IN)
	L	80 (IN)
*	M	259 (IN)
	N	4 (IN)
	O	64 (IN)
*	P	60 (IN)
*	Q	1.20 (%)
*	R	0.70 (%)
*	S	1.90 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
	Y	(IN)
	YY	120 (IN)
	Z	(IN)
	ZZ	120 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



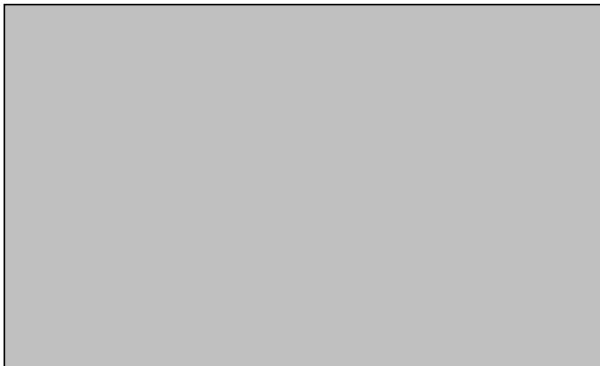
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.20	%	
Cross Slope in Front of Ramp (Road Profile)	1.20	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	6.1 %
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	Driveway 1	(segment)	(offset)
*North Leg Desc.			
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0010	3288
*South Leg	69th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0010	3288

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-Driveway1-3021SR-69thSt-3021SR-2022-07-27-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	95 (IN)
*	C	1.90 (%)
*	D	10.00 (%)
*	E	7.20 (%)
*	F	1.20 (%)
*	G	1.40 (%)
*	H	3.80 (%)
*	I	6.30 (%)
*	J	103 (IN)
*	K	5 (IN)
*	L	60 (IN)
*	M	230 (IN)
*	N	5 (IN)
*	O	94 (IN)
*	P	60 (IN)
*	Q	0.70 (%)
*	R	0.50 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



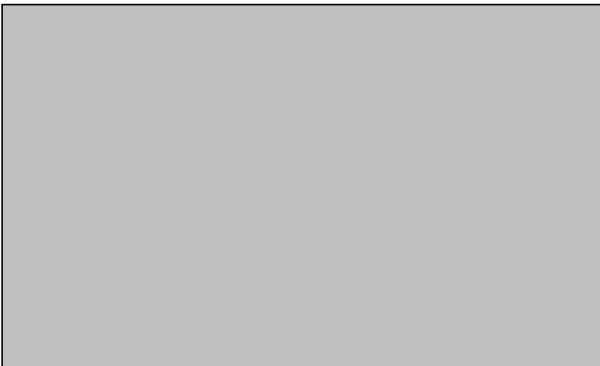
Insert Picture 4



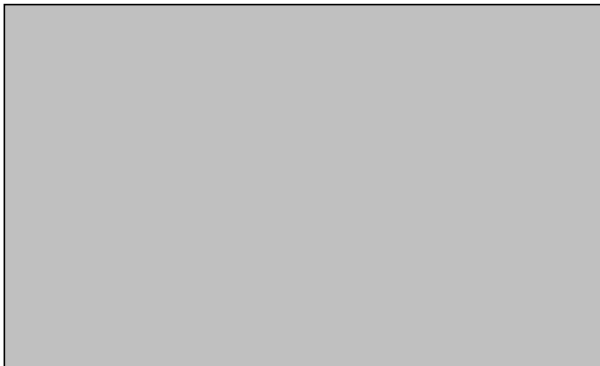
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	10.0 %
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	67th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0020	0379
*South Leg	67th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0020	0379

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-67thSt-3021SR-67thSt-3021SR-2022-07-27-2-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	102 (IN)
*	C	6.50 (%)
*	D	2.80 (%)
*	E	6.50 (%)
*	F	7.30 (%)
*	G	6.30 (%)
*	H	8.90 (%)
*	I	6.60 (%)
*	J	188 (IN)
	K	5 (IN)
	L	100 (IN)
*	M	190 (IN)
	N	5 (IN)
	O	90 (IN)
*	P	60 (IN)
*	Q	2.00 (%)
*	R	0.20 (%)
*	S	1.90 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	0.20 (%)
*	X	(IN)
	Y	(IN)
	YY	120 (IN)
	Z	(IN)
	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



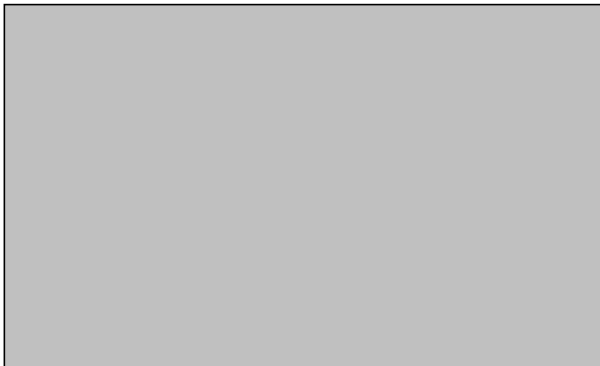
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	3.80	%	
Cross Slope in Front of Ramp (Road Profile)	1.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	7.8 %
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	67th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0020	0379
*South Leg	67th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0020	0379

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-67thSt-3021SR-67thSt-3021SR-2022-07-27-4-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	129 (IN)
*	C	4.00 (%)
*	D	10.00 (%)
*	E	8.20 (%)
*	F	3.80 (%)
*	G	3.00 (%)
*	H	7.30 (%)
*	I	8.20 (%)
*	J	188 (IN)
	K	5 (IN)
	L	45 (IN)
*	M	190 (IN)
	N	5 (IN)
*	O	105 (IN)
*	P	60 (IN)
*	Q	2.00 (%)
*	R	0.20 (%)
*	S	1.90 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
	Y	(IN)
	YY	120 (IN)
	Z	(IN)
	ZZ	240 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



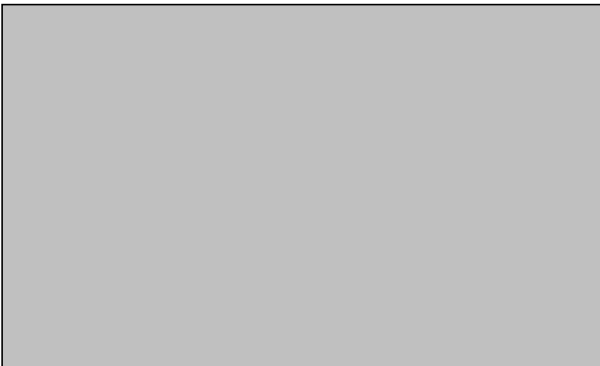
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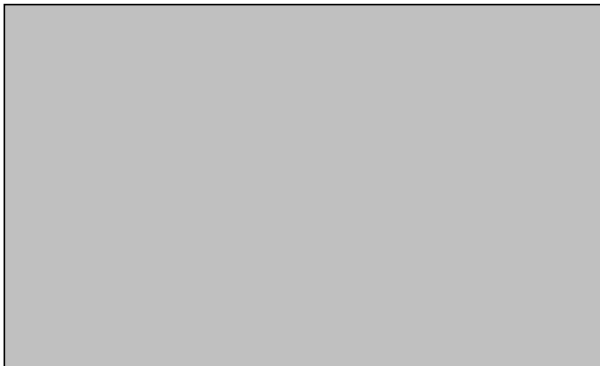
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.80	%	
Cross Slope in Front of Ramp (Road Profile)	1.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	4.5 %
Intersection Ramp # of #	3	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	67th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0020	0379
*South Leg	67th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0020	0379

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-67thSt-3021SR-67thSt-3021SR-2022-07-27-7-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	112 (IN)
*	C	1.70 (%)
*	D	8.40 (%)
*	E	9.50 (%)
*	F	5.20 (%)
*	G	4.40 (%)
*	H	8.20 (%)
*	I	8.70 (%)
*	J	260 (IN)
*	K	6 (IN)
*	L	78 (IN)
*	M	278 (IN)
*	N	5 (IN)
*	O	92 (IN)
*	P	60 (IN)
*	Q	1.90 (%)
*	R	1.60 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



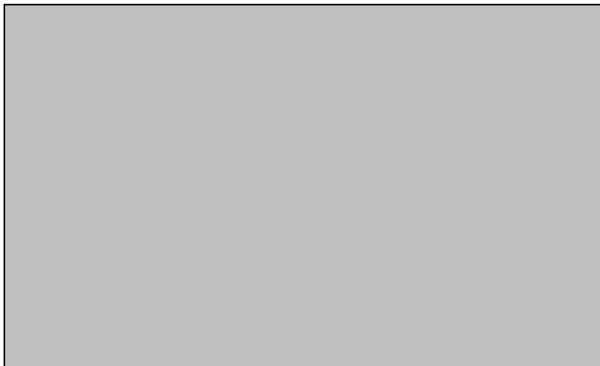
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.90	%	
Cross Slope in Front of Ramp (Road Profile)	1.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	1.4 %
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	67th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0020	0379
*South Leg	67th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0020	0379

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-67thSt-3021SR-67thSt-3021SR-2022-07-27-9-Type1
* Status	Current
Level of Service	Meets RC-67M



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.20	%	
Cross Slope in Front of Ramp (Road Profile)	1.70	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	1.2 %
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	67th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0020	0379
*South Leg	67th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0020	0379

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-67thSt-3021SR-67thSt-3021SR-2022-07-27-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	138 (IN)
*	C	1.00 (%)
*	D	9.10 (%)
*	E	9.80 (%)
*	F	1.20 (%)
*	G	3.30 (%)
*	H	7.00 (%)
*	I	6.80 (%)
*	J	254 (IN)
*	K	6 (IN)
*	L	77 (IN)
*	M	276 (IN)
*	N	5 (IN)
*	O	64 (IN)
*	P	60 (IN)
*	Q	1.20 (%)
*	R	0.20 (%)
*	S	0.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	240 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



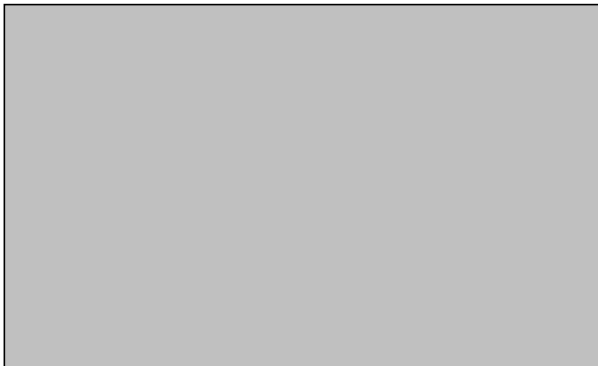
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.60	%	
Cross Slope in Front of Ramp (Road Profile)	0.70	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	1.5 %
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	67th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0020	0379
*South Leg	67th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0020	0379

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-67thSt-3021SR-67thSt-3021SR-2022-07-27-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	129 (IN)
*	C	0.90 (%)
*	D	4.00 (%)
*	E	4.50 (%)
*	F	0.40 (%)
*	G	1.90 (%)
*	H	7.50 (%)
*	I	9.30 (%)
*	J	260 (IN)
	K	5 (IN)
	L	78 (IN)
*	M	278 (IN)
	N	6 (IN)
	O	72 (IN)
*	P	60 (IN)
*	Q	1.20 (%)
*	R	0.20 (%)
*	S	0.20 (%)
	T	(IN)
	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
	Y	(IN)
	YY	120 (IN)
	Z	(IN)
	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



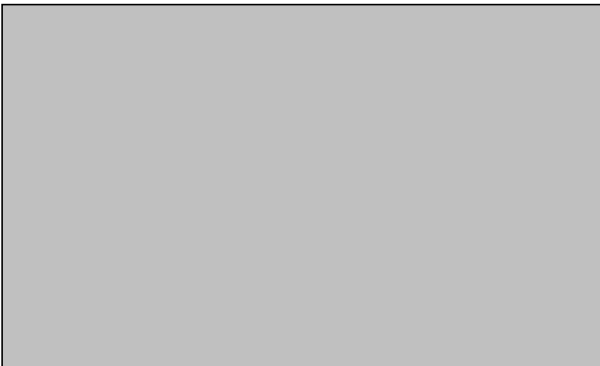
Insert Picture 4



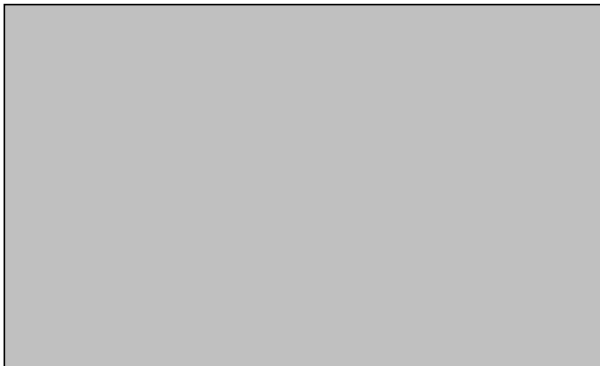
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.10	%	
Cross Slope in Front of Ramp (Road Profile)	1.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	5.6 %
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	67th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0020	0379
*South Leg	67th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0020	0379

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-67thSt-3021SR-67thSt-3021SR-2022-07-27-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	60 (IN)
*	C	5.50 (%)
*	D	8.00 (%)
*	E	8.40 (%)
*	F	5.60 (%)
*	G	6.60 (%)
*	H	8.70 (%)
*	I	6.00 (%)
*	J	119 (IN)
*	K	5 (IN)
*	L	64 (IN)
*	M	154 (IN)
*	N	6 (IN)
*	O	74 (IN)
*	P	84 (IN)
*	Q	1.20 (%)
*	R	0.50 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	309 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



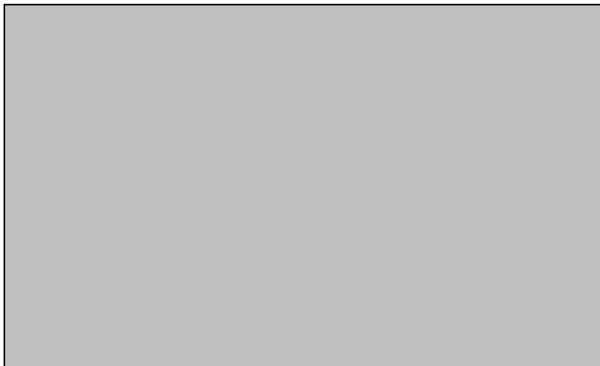
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	07	27
Field Investigators 1	Rob Cornwall		
Field Investigators 2	Maureen Rankin		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Conc		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.00	%	
Cross Slope in Front of Ramp (Road Profile)	0.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	2.7 %
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	67th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	3021	(segment)	(offset)
*East Leg Desc.	SR	0020	0379
*South Leg	67th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	3021	(segment)	(offset)
*West Leg Desc.	SR	0020	0379

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-67thSt-3021SR-67thSt-3021SR-2022-07-27-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	60 (IN)
*	C	1.70 (%)
*	D	5.20 (%)
*	E	7.20 (%)
*	F	4.70 (%)
*	G	1.00 (%)
*	H	3.30 (%)
*	I	4.70 (%)
*	J	119 (IN)
*	K	6 (IN)
*	L	76 (IN)
*	M	154 (IN)
*	N	5 (IN)
*	O	60 (IN)
*	P	78 (IN)
*	Q	1.20 (%)
*	R	0.50 (%)
*	S	1.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



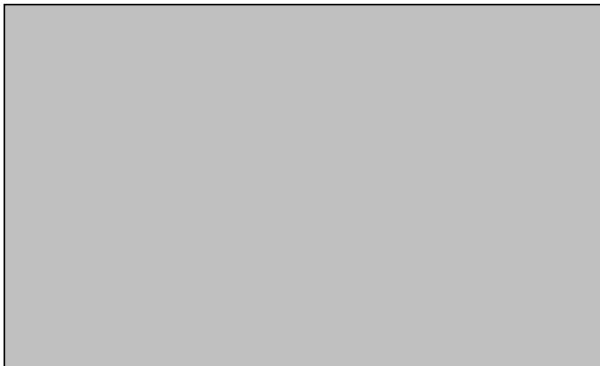
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	08	22
Field Investigators 1	Keegan Golomb - JPC Group, Inc.		
Field Investigators 2	Harry Laspee - Pennoni		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.60	%	
Cross Slope in Front of Ramp (Road Profile)	0.96	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	NA	Alg Δ Grade	6.3 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	N. Franklin St.	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg	N. Franklin St.	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	SR 2676	(segment)	(offset)
*West Leg Desc.	SR		

Northbound

Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-N.FranklinSt.St-N.FranklinSt.St-SR2676SR-2022-08-22-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																																																
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																																																
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td style="background-color: #00FF00;">60</td><td>(IN)</td></tr> <tr><td>*</td><td>B</td><td style="background-color: #00FF00;">46</td><td>(IN)</td></tr> <tr><td>*</td><td>C</td><td style="background-color: #00FF00;">6.30</td><td>(%)</td></tr> <tr><td>*</td><td>D</td><td style="background-color: #00FF00;">3.90</td><td>(%)</td></tr> <tr><td>*</td><td>E</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td style="background-color: #00FF00;">7.60</td><td>(%)</td></tr> <tr><td>*</td><td>J</td><td style="background-color: #00FF00;">66</td><td>(IN)</td></tr> <tr><td>*</td><td>K</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td style="background-color: #00FF00;">134</td><td>(IN)</td></tr> <tr><td>*</td><td>N</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td style="background-color: #00FF00;">60</td><td>(IN)</td></tr> <tr><td>*</td><td>Q</td><td style="background-color: #00FF00;">1.75</td><td>(%)</td></tr> <tr><td>*</td><td>R</td><td style="background-color: #00FF00;">1.50</td><td>(%)</td></tr> <tr><td>*</td><td>S</td><td style="background-color: #00FF00;">2.00</td><td>(%)</td></tr> <tr><td>*</td><td>T</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td style="background-color: #00FF00;">1.40</td><td>(%)</td></tr> <tr><td>*</td><td>X</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td></td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	60	(IN)	*	B	46	(IN)	*	C	6.30	(%)	*	D	3.90	(%)	*	E		(%)	*	F		(%)	*	G		(%)	*	H		(%)	*	I	7.60	(%)	*	J	66	(IN)	*	K		(IN)	*	L		(IN)	*	M	134	(IN)	*	N		(IN)	*	O		(IN)	*	P	60	(IN)	*	Q	1.75	(%)	*	R	1.50	(%)	*	S	2.00	(%)	*	T		(IN)	*	U		(IN)	*	V		(%)	*	W	1.40	(%)	*	X		(IN)	*	Y		(IN)	*	YY		(IN)	*	Z		(IN)	*	ZZ		(IN)	*	AA		(IN)	*	BB		(IN)	*	CC		(IN)
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<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																																																	
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p>(insert comments below)</p>																																																																																																																																	

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	06	14	
Field Investigators 1	Jonathan Potts			
Field Investigators 2	Jesse Buck			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.00	%		
Cross Slope in Front of Ramp (Road Profile)	1.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	6694	Alg Δ Grade	6.5	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				
*Curb Ramp Type	Type 1			
*North Leg	N. 41st	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Market	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	S. 41st	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Market	(segment)	(offset)	
*West Leg Desc.	St			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-N.41stSt-MarketSt-S.41stSt-MarketSt-2022-06-14--Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	60 (IN)
*	C	5.50 (%)
*	D	9.50 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	0.70 (%)
*	J	114 (IN)
*	K	(IN)
*	L	(IN)
*	M	234 (IN)
*	N	(IN)
*	O	(IN)
*	P	55 (IN)
*	Q	1.50 (%)
*	R	1.20 (%)
*	S	1.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

None

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	03
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Double Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	4.30	%	
Cross Slope in Front of Ramp (Road Profile)	2.00	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	6.2 %
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	08		
*Curb Ramp Type	Blended Transition		
*North Leg	Charles	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Magee	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Charles	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Magee	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-CharlesSt-MageeAve-CharlesSt-MageeAve-2023-05-03-8-BlendedTransition
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

"0.00" inches or %		
*	A	120 (IN)
*	B	(IN)
*	C	(%)
*	D	7.50 (%)
*	E	(%)
*	F	0.90 (%)
*	G	2.00 (%)
*	H	(%)
*	I	2.40 (%)
*	J	94 (IN)
*	K	4 (IN)
*	L	52 (IN)
*	M	90 (IN)
*	N	4 (IN)
*	O	48 (IN)
*	P	(IN)
*	Q	0.60 (%)
*	R	4.30 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	1.90 (%)
*	W	(%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



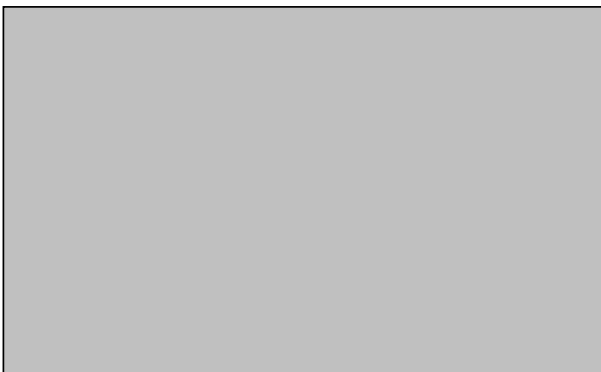
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	03
Field Investigators 1	Robert Birrell (Seravalli, Inc)		
Field Investigators 2	Rich Ream (Seravalli, Inc)		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.80	%	
Cross Slope in Front of Ramp (Road Profile)	1.50	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	Yes		
ECMS #	N/A	Alg Δ Grade	7.7 %
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	Frankford	(segment)	(offset)
*North Leg Desc.	Ave	SR	0013
*East Leg	Wells	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	Frankford	(segment)	(offset)
*South Leg Desc.	Ave	SR	0013
*West Leg		(segment)	(offset)
*West Leg Desc.			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-FrankfordAve-WellsSt-FrankfordAve-2023-05-03-9-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	49 (IN)
*	C	4.90 (%)
*	D	4.40 (%)
*	E	5.40 (%)
*	F	4.80 (%)
*	G	5.90 (%)
*	H	6.70 (%)
*	I	6.80 (%)
*	J	94 (IN)
*	K	4 (IN)
*	L	36 (IN)
*	M	129 (IN)
*	N	4 (IN)
*	O	43 (IN)
*	P	48 (IN)
*	Q	4.10 (%)
*	R	2.20 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



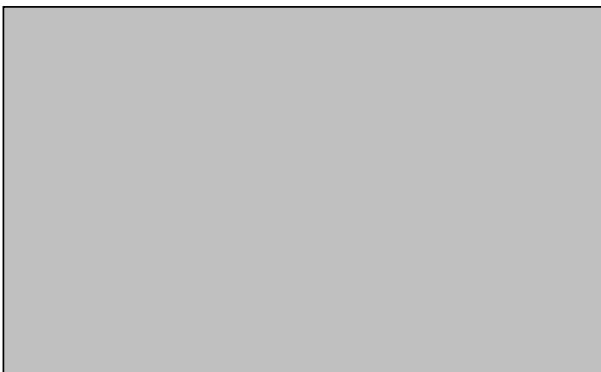
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	03	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Gate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	4.10	%		
Cross Slope in Front of Ramp (Road Profile)	0.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	10.2	%
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)				12
*Curb Ramp Type	Type 1			
*North Leg	Frankford	(segment)	(offset)	
*North Leg Desc.	Ave	SR	0013	
*East Leg	Wells	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Frankford	(segment)	(offset)	
*South Leg Desc.	Ave	SR	0013	
*West Leg		(segment)	(offset)	
*West Leg Desc.				

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-FrankfordAve-WellsSt-FrankfordAve-2023-05-03-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>			

(insert comments below)

"0.00" inches or %		
*	A	48 (IN)
*	B	50 (IN)
*	C	6.10 (%)
*	D	6.00 (%)
*	E	5.40 (%)
*	F	4.30 (%)
*	G	6.70 (%)
*	H	6.20 (%)
*	I	5.70 (%)
*	J	204 (IN)
*	K	4 (IN)
*	L	42 (IN)
*	M	65 (IN)
*	N	3 (IN)
*	O	34 (IN)
*	P	48 (IN)
*	Q	1.70 (%)
*	R	3.40 (%)
*	S	1.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



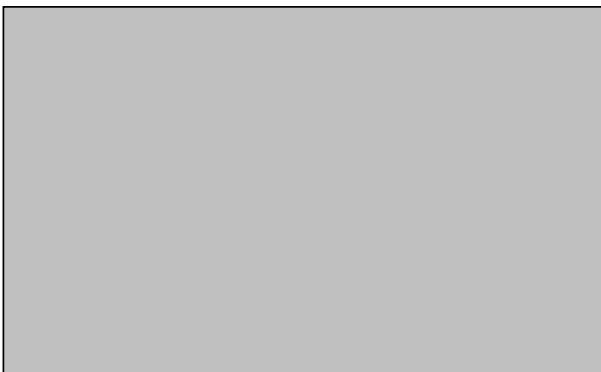
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	10	12	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes		Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.10	%		
Cross Slope in Front of Ramp (Road Profile)	1.40	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	9.5	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				12
*Curb Ramp Type	Type 1			
*North Leg	19TH	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	SYNDER	(segment)	(offset)	
*East Leg Desc.	AVE			
*South Leg	19TH	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	SYNDER	(segment)	(offset)	
*West Leg Desc.	AVE			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-19THST-SYNDERAVE-19THST-SYNDERAVE-2022-10-12-12-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	67 (IN)
*	C	7.40 (%)
*	D	8.30 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	7.10 (%)
*	J	98 (IN)
*	K	(IN)
*	L	(IN)
*	M	68 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	0.90 (%)
*	R	1.10 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



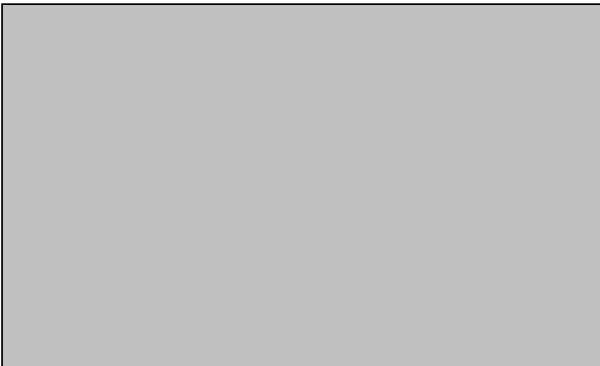
Insert Picture 4



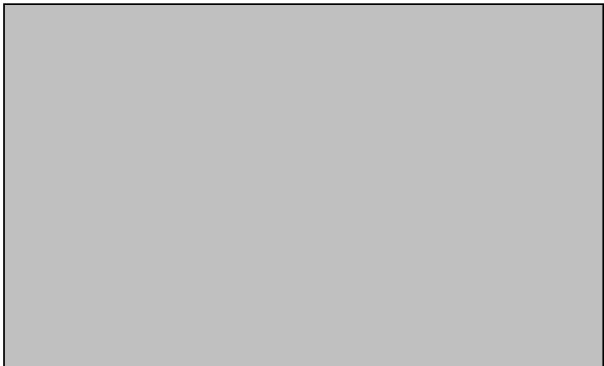
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2022	10	12	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.40	%		
Cross Slope in Front of Ramp (Road Profile)	1.50	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	VERIZON	Alg Δ Grade	10.6	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)				14
*Curb Ramp Type	Type 1			
*North Leg	19	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	SYNDER	(segment)	(offset)	
*East Leg Desc.	AVE			
*South Leg	19TH	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	SYNDER	(segment)	(offset)	
*West Leg Desc.	ST			

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-19ST-SYNDERAVE-19THST-SYNDERST-2022-10-12-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	48 (IN)
*	B	58 (IN)
*	C	8.20 (%)
*	D	7.80 (%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	8.40 (%)
*	J	68 (IN)
*	K	(IN)
*	L	(IN)
*	M	96 (IN)
*	N	(IN)
*	O	(IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	1.60 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	02	21
Field Investigators 1	Jon Mann		
Field Investigators 2	Kevin Savage, PE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.50	%	
Cross Slope in Front of Ramp (Road Profile)	1.70	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	No		
ECMS #		Alg Δ Grade	6.0 %
Intersection Ramp # of #	1	5	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg		(segment)	(offset)
*North Leg Desc.			
*East Leg	West Oregon	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Private Driveway	(segment)	(offset)
*South Leg Desc.	Dr		
*West Leg	West Oregon	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WestOregonAve-PrivateDrivewayDr-WestOregonAve-2023-02-21-14-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																																																
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																																																
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>60</td><td>(IN)</td></tr> <tr><td>*</td><td>B</td><td>72</td><td>(IN)</td></tr> <tr><td>*</td><td>C</td><td>7.20</td><td>(%)</td></tr> <tr><td>*</td><td>D</td><td>8.30</td><td>(%)</td></tr> <tr><td>*</td><td>E</td><td>7.90</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>7.10</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>8.30</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>8.20</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>8.70</td><td>(%)</td></tr> <tr><td>*</td><td>J</td><td>173</td><td>(IN)</td></tr> <tr><td>*</td><td>K</td><td>5</td><td>(IN)</td></tr> <tr><td>*</td><td>L</td><td>96</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>999</td><td>(IN)</td></tr> <tr><td>*</td><td>N</td><td>5</td><td>(IN)</td></tr> <tr><td>*</td><td>O</td><td>60</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>48</td><td>(IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.90</td><td>(%)</td></tr> <tr><td>*</td><td>R</td><td>1.00</td><td>(%)</td></tr> <tr><td>*</td><td>S</td><td>1.80</td><td>(%)</td></tr> <tr><td>*</td><td>T</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td></td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.00</td><td>(%)</td></tr> <tr><td>*</td><td>X</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>999</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td></td><td>(IN)</td></tr> </tbody> </table>		"0.00" inches or %			*	A	60	(IN)	*	B	72	(IN)	*	C	7.20	(%)	*	D	8.30	(%)	*	E	7.90	(%)	*	F	7.10	(%)	*	G	8.30	(%)	*	H	8.20	(%)	*	I	8.70	(%)	*	J	173	(IN)	*	K	5	(IN)	*	L	96	(IN)	*	M	999	(IN)	*	N	5	(IN)	*	O	60	(IN)	*	P	48	(IN)	*	Q	1.90	(%)	*	R	1.00	(%)	*	S	1.80	(%)	*	T		(IN)	*	U		(IN)	*	V		(%)	*	W	1.00	(%)	*	X		(IN)	*	Y		(IN)	*	YY	999	(IN)	*	Z		(IN)	*	ZZ	999	(IN)	*	AA		(IN)	*	BB		(IN)	*	CC		(IN)
"0.00" inches or %																																																																																																																																		
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*	N	5	(IN)																																																																																																																															
*	O	60	(IN)																																																																																																																															
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*	YY	999	(IN)																																																																																																																															
*	Z		(IN)																																																																																																																															
*	ZZ	999	(IN)																																																																																																																															
*	AA		(IN)																																																																																																																															
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*	CC		(IN)																																																																																																																															
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																																																	
<p>1 RAMP, 2 CROSSINGS</p> <p>NOTE: CROSSING MAY BE MARKED OR UNMARKED</p>	<p style="text-align: center;">(insert comments below)</p>																																																																																																																																	

See the last tab of this workbook for instructions



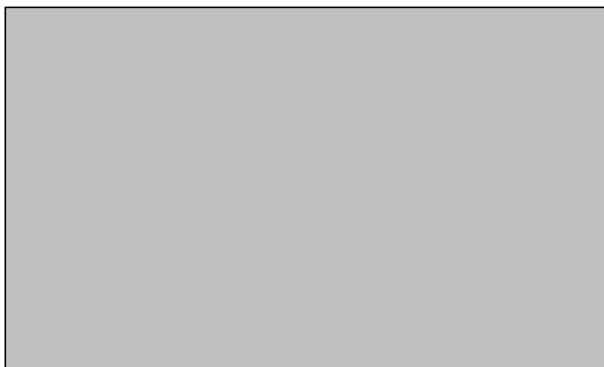
Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	02	21
Field Investigators 1	Jon Mann		
Field Investigators 2	Kevin Savage, PE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	0.30	%	
Cross Slope in Front of Ramp (Road Profile)	0.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	No		
ECMS #	Alg Δ Grade	4.9	%
Intersection Ramp # of #	2	5	
*Ramp Location (Use Figure Below)	16		
*Curb Ramp Type	Type 4A		
*North Leg	(segment)	(offset)	
*North Leg Desc.			
*East Leg	West Oregon	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Private Driveway	(segment)	(offset)
*South Leg Desc.	Dr		
*West Leg	West Oregon	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WestOregonAve-PrivateDrivewayDr-WestOregonAve-2023-02-21-16-Type4A
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
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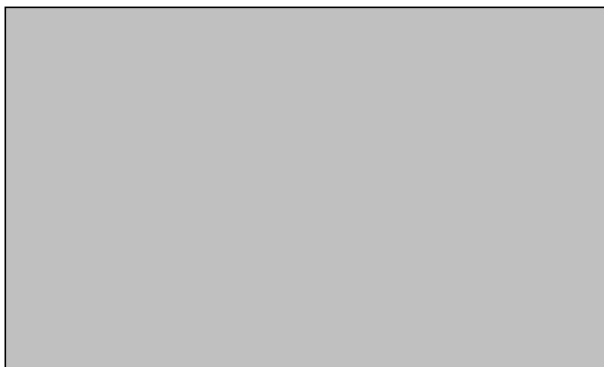
Insert Picture 1



Insert Picture 4



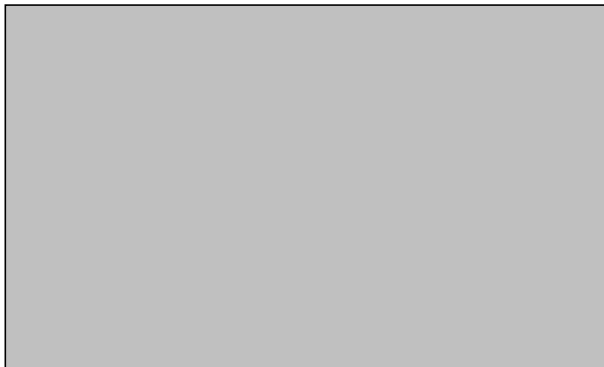
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	02	21
Field Investigators 1	Jon Mann		
Field Investigators 2	Kevin Savage, PE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.00	%	
Cross Slope in Front of Ramp (Road Profile)	1.30	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	No		
ECMS #		Alg Δ Grade	0.6 %
Intersection Ramp # of #	3	5	
*Ramp Location (Use Figure Below)	15		
*Curb Ramp Type	Type 4A		
*North Leg		(segment)	(offset)
*North Leg Desc.			
*East Leg	West Oregon	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Private Driveway	(segment)	(offset)
*South Leg Desc.	Dr		
*West Leg	West Oregon	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WestOregonAve-PrivateDrivewayDr-WestOregonAve-2023-02-21-15-Type4A
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																																																
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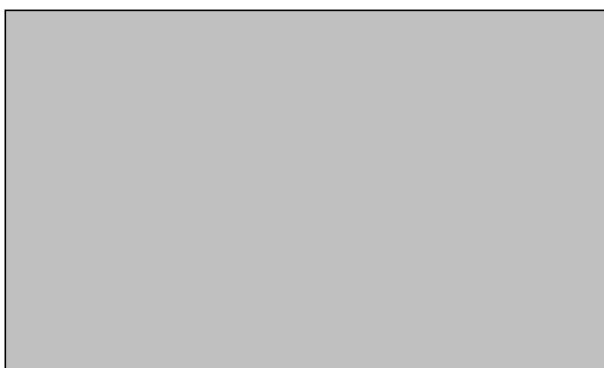
Insert Picture 1



Insert Picture 4



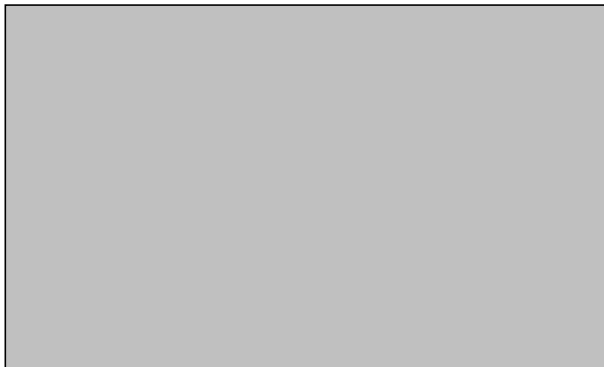
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	02	21
Field Investigators 1	Jon Mann		
Field Investigators 2	Kevin Savage, PE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	2.50	%	
Cross Slope in Front of Ramp (Road Profile)	0.40	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	No		
ECMS #	Alg Δ Grade	10.6	%
Intersection Ramp # of #	4	5	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.			
*East Leg	West Oregon	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Private Driveway	(segment)	(offset)
*South Leg Desc.	Dr		
*West Leg	West Oregon	(segment)	(offset)
*West Leg Desc.	Ave		

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WestOregonAve-PrivateDrivewayDr-WestOregonAve-2023-02-21-19-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

<p>TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																	
<p>TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p>TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>																																																																																																	
<p>TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																		
<p>TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p>NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																		
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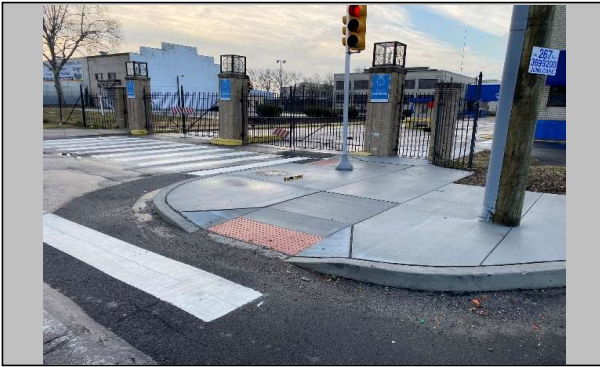
See the last tab of this workbook for instructions



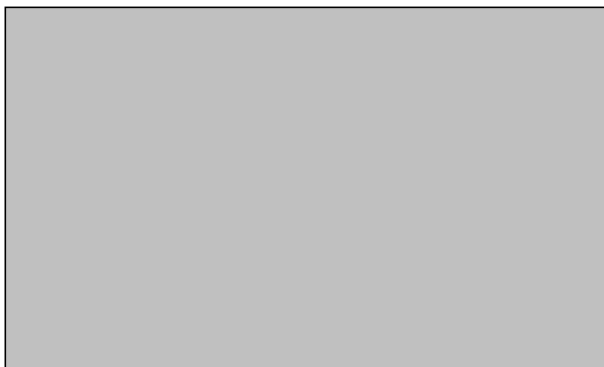
Insert Picture 1



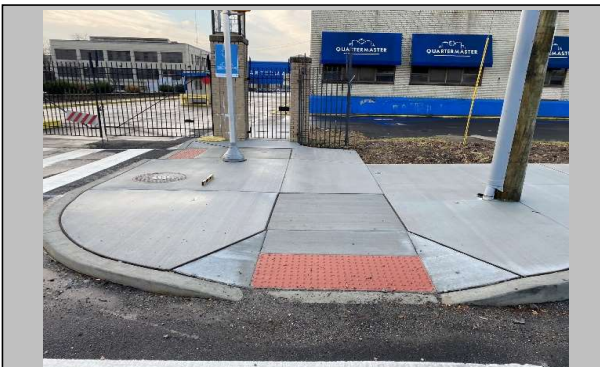
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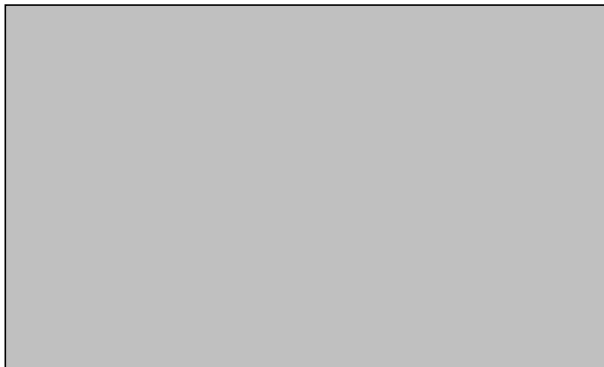
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	02	21
Field Investigators 1	Jon Mann		
Field Investigators 2	Kevin Savage, PE		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Gate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type (if applicable)	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp at Stop or Yield Controlled Crosswalk	Yes		
Ramp Leads to Accessible Path	Yes		
Longitudinal Slope in Front of Ramp	1.80	%	
Cross Slope in Front of Ramp (Road Profile)	0.90	%	
Turning Maneuver in Street	No		
Turning Maneuver at Top of Ramp (Smax)	No		
ECMS #		Alg Δ Grade	4.3 %
Intersection Ramp # of #	5	5	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg		(segment)	(offset)
*North Leg Desc.			
*East Leg	West Oregon	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	Private Driveway	(segment)	(offset)
*South Leg Desc.	Dr		
*West Leg	West Oregon	(segment)	(offset)
*West Leg Desc.	Ave		

Northbound

Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WestOregonAve-PrivateDrivewayDr-WestOregonAve-2023-02-21-17-Type1
* Status	Current
Level of Service	Meets RC-67M

See the last tab of this workbook for instructions

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

TYPE B MEDIAN

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS

NOTE: CROSSING MAY BE MARKED OR UNMARKED

"0.00" inches or %		
*	A	60 (IN)
*	B	48 (IN)
*	C	6.10 (%)
*	D	-999.00 (%)
*	E	-999.00 (%)
*	F	5.80 (%)
*	G	6.10 (%)
*	H	-999.00 (%)
*	I	-999.00 (%)
*	J	108 (IN)
*	K	6 (IN)
*	L	24 (IN)
*	M	108 (IN)
*	N	6 (IN)
*	O	24 (IN)
*	P	60 (IN)
*	Q	0.10 (%)
*	R	0.50 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	180 (IN)
*	Z	(IN)
*	ZZ	144 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)

(insert comments below)

See the last tab of this workbook for instructions



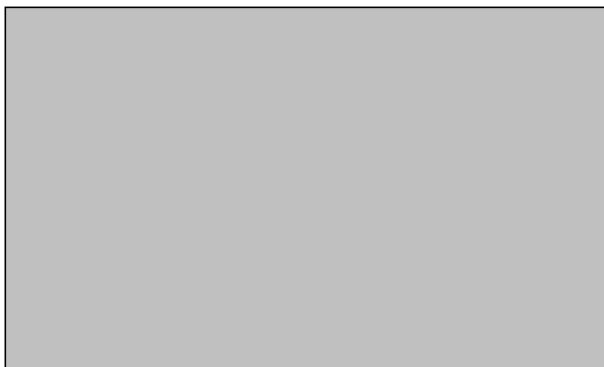
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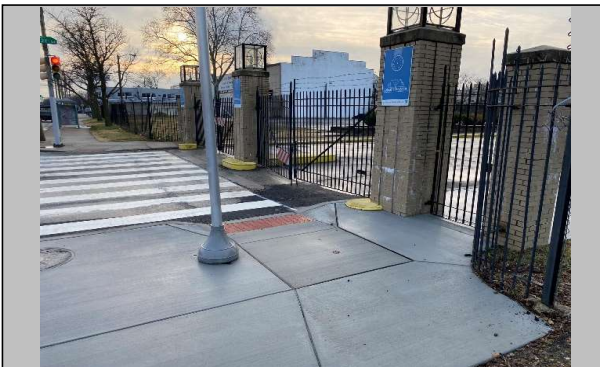
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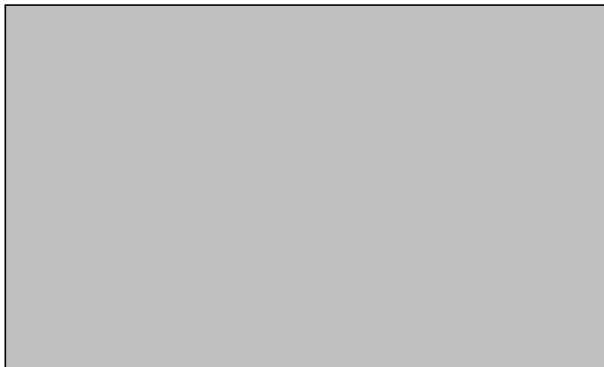
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R S A
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*Date of Design (yyyy mm dd)	2023	01	30
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	5		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.60	%	3.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.0	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	LIMEKILN	(segment)	(offset)
*North Leg Desc.	Other		
*East Leg	ANDREWS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	LIMEKILN	(segment)	(offset)
*South Leg Desc.	Other		
*West Leg	ANDREWS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-LIMEKILNOther-ANDREWSAve-LIMEKILNOther-ANDREWSAve-2023-01-30-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A R S A **enn**

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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R S R e n n o t i o n

1

*Date of Design (yyyy mm dd)	2023	01	30
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
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Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
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Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.60	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.3	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.			
*East Leg	IVY HILL	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	BAYARD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	IVY HILL	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

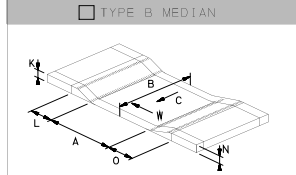
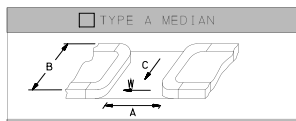
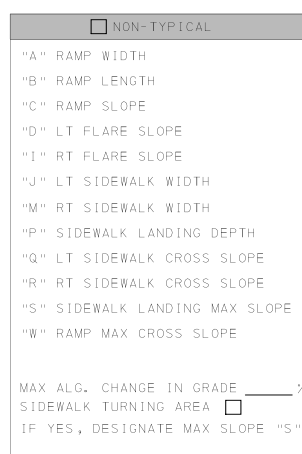
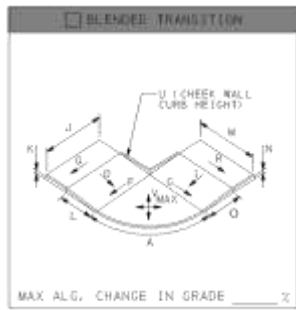
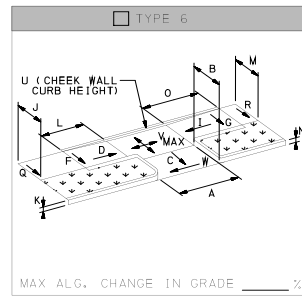
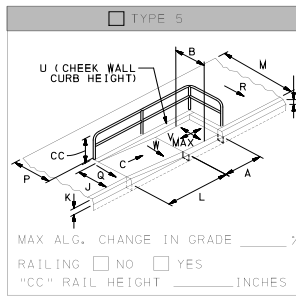
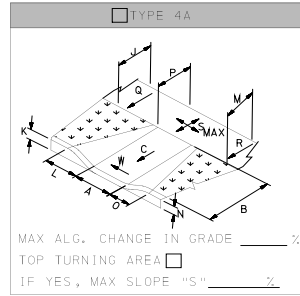
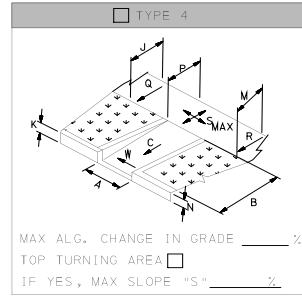
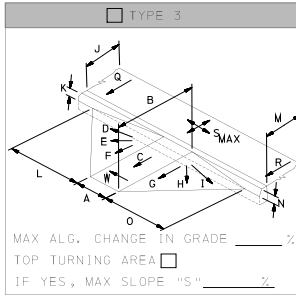
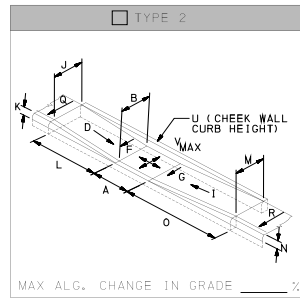
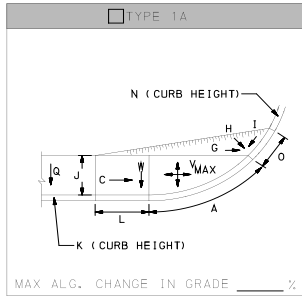
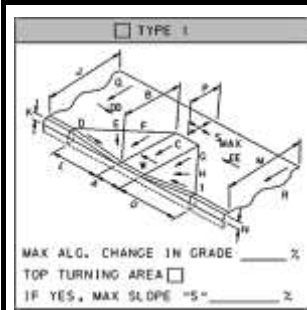
Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-IVYHILLRd-BAYARDS-IVYHILLRd-2023-01-30-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A A R S

R e n n o a t i o n
1



"0.00" inches or %		
*	A	48 (IN)
*	B	41 (IN)
*	C	4.70 (%)
*	D	1.10 (%)
*	E	2.40 (%)
*	F	4.30 (%)
*	G	4.40 (%)
*	H	5.20 (%)
*	I	3.70 (%)
*	J	62 (IN)
*	K	3 (IN)
*	L	44 (IN)
*	M	60 (IN)
*	N	2 (IN) 1.25, no flush curb
*	O	43 (IN)
*	P	63 (IN)
*	Q	1.40 (%)
*	R	0.70 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN) No bar
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.70 (%)
*	EE	1.10 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R R E N O A T I O N

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.10	%	1.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.6	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	BAYARD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	ROUMFORT	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg	ROUMFORT	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

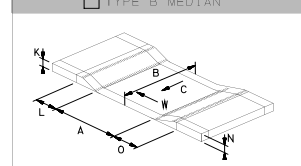
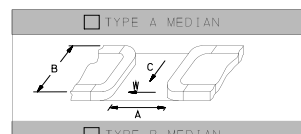
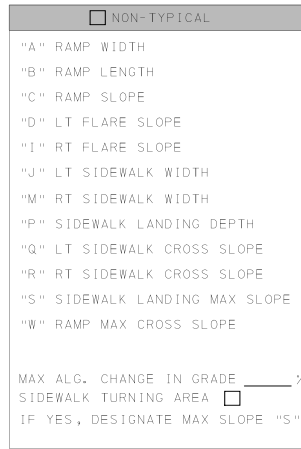
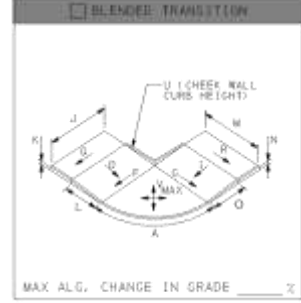
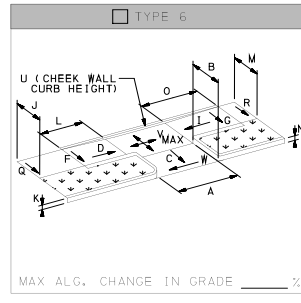
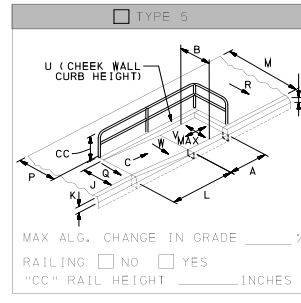
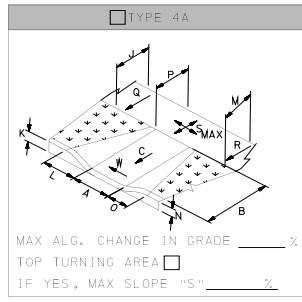
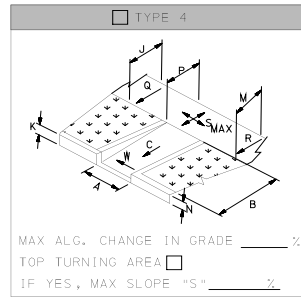
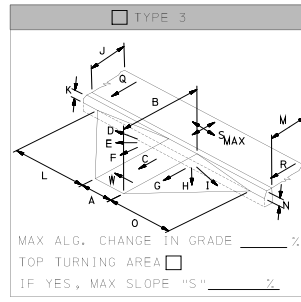
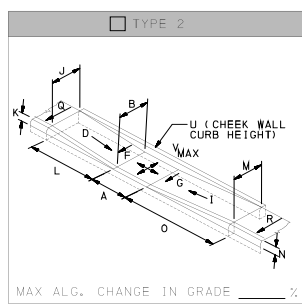
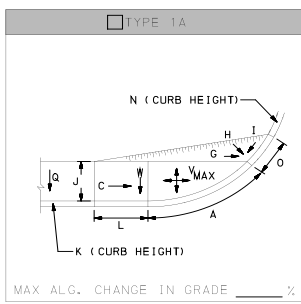
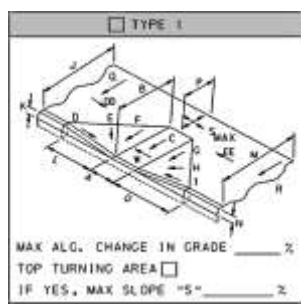
Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BAYARDS-T-ROUMFORTS-T-ROUMFORTS-T-2022-11-10-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A A R S R R e n n o o t i o n



"0.00" inches or %		
*	A	48 (IN)
*	B	34 (IN)
*	C	6.60 (%)
*	D	3.80 (%)
*	E	4.70 (%)
*	F	5.10 (%)
*	G	7.10 (%)
*	H	6.60 (%)
*	I	6.00 (%)
*	J	59 (IN)
*	K	2 (IN)
*	L	32 (IN)
*	M	62 (IN)
*	N	2 (IN)
*	O	49 (IN)
*	P	64 (IN)
*	Q	1.40 (%)
*	R	0.70 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.00 (%)
*	EE	2.30 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



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*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.90	%	0.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.6	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	BELFIELD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E WALNUT	(segment)	(offset)
*East Leg Desc.	Ln		
*South Leg	BELFIELD	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	E WALNUT	(segment)	(offset)
*West Leg Desc.	Ln		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

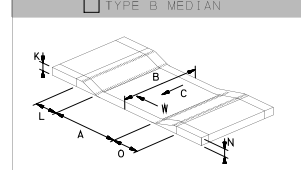
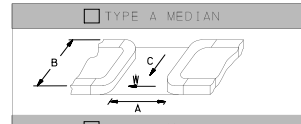
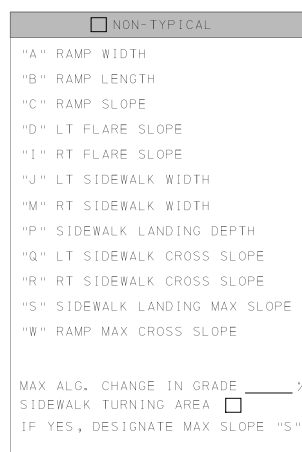
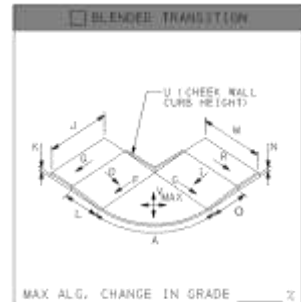
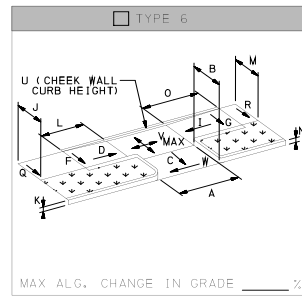
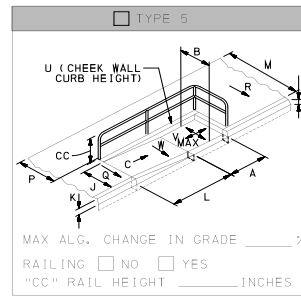
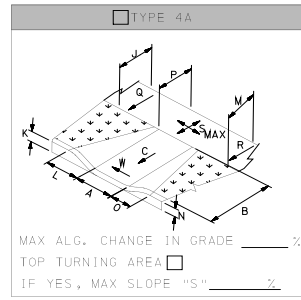
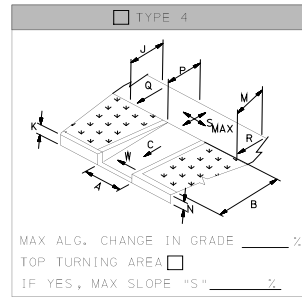
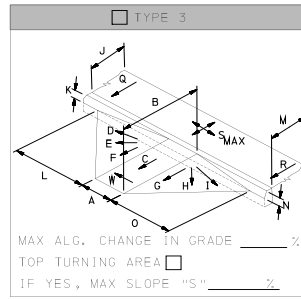
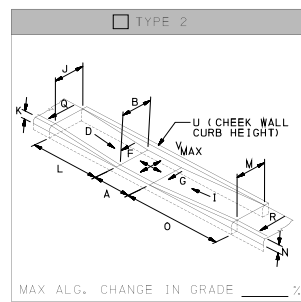
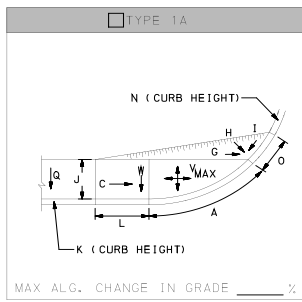
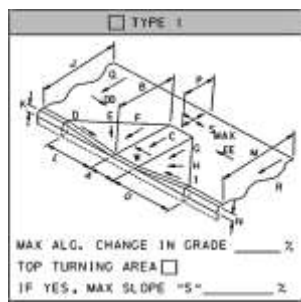
Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BELFIELDSt-EWALNUTLn-BELFIELDAve-EWALNUTLn-2022-11-10-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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"0.00" inches or %		
*	A	48 (IN)
*	B	29 (IN)
*	C	5.70 (%)
*	D	5.30 (%)
*	E	4.80 (%)
*	F	3.80 (%)
*	G	4.90 (%)
*	H	8.60 (%)
*	I	9.90 (%)
*	J	81 (IN)
*	K	4 (IN)
*	L	33 (IN)
*	M	87 (IN)
*	N	3 (IN)
*	O	17 (IN)
*	P	49 (IN)
*	Q	2.60 (%)
*	R	0.20 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	96 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.80 (%)
*	EE	1.70 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		3.40 (%)

Comments ▲



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Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



A A enn
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*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	5.20	%	1.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.0	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	BELFIELD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E WALNUT	(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

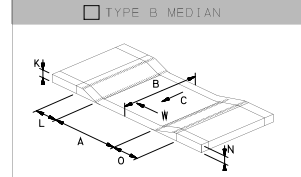
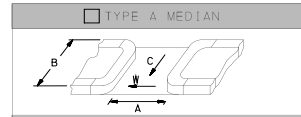
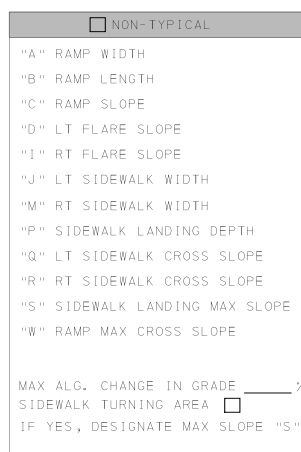
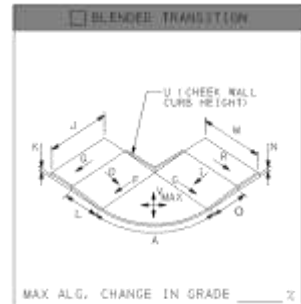
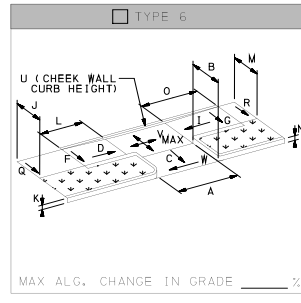
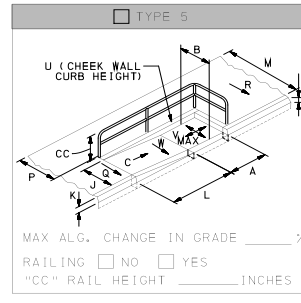
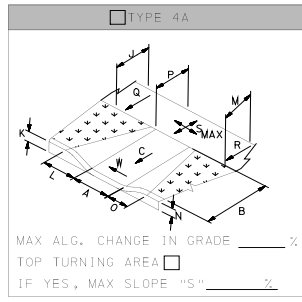
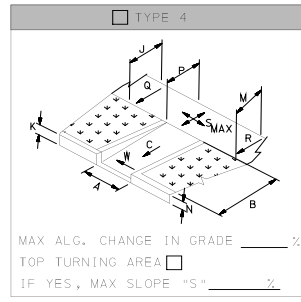
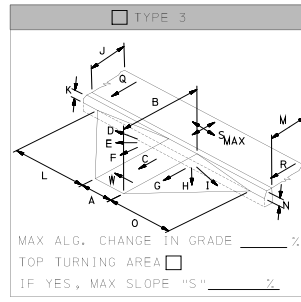
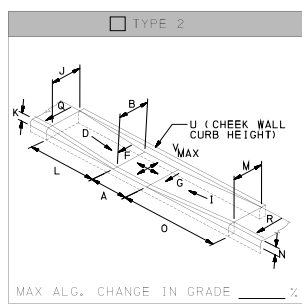
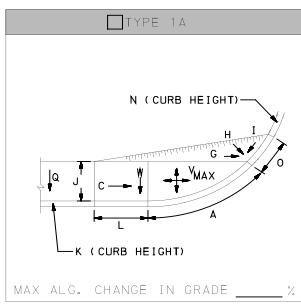
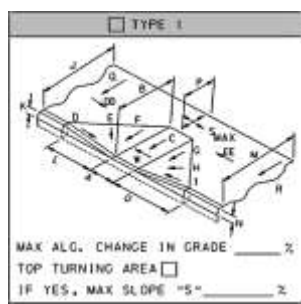
Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BELFIELDSt-EWALNUT-2022-11-10-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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"0.00" inches or %		
*	A	48 (IN)
*	B	96 (IN)
*	C	4.80 (%)
*	D	7.30 (%)
*	E	6.80 (%)
*	F	0.90 (%)
*	G	3.40 (%)
*	H	5.00 (%)
*	I	7.40 (%)
*	J	156 (IN)
*	K	4 (IN)
*	L	48 (IN)
*	M	144 (IN)
*	N	2 (IN)
*	O	43 (IN)
*	P	48 (IN)
*	Q	0.30 (%)
*	R	2.20 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	99999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.00 (%)
*	EE	0.30 (%)
	DWS Transition Strip	YES
	DWS Transition Strip Slope (FF)	0.60 (%)

Comments ▲



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Insert Picture 1

Insert Picture 4



Insert Picture 2

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*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	5.0	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	BELFIELD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BELFIELDSt-2022-11-10-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDER TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p>		
<p><input type="checkbox"/> TYPE B MEDIAN</p>		

"0.00" inches or %	
* A	48 (IN)
* B	55 (IN)
* C	4.50 (%)
* D	6.80 (%)
* E	5.60 (%)
* F	3.80 (%)
* G	4.20 (%)
* H	3.80 (%)
* I	0.00 (%)
* J	156 (IN)
* K	2 (IN) accept 1.5
* L	42 (IN)
* M	144 (IN)
* N	3 (IN)
* O	45 (IN)
* P	52 (IN)
* Q	0.10 (%)
* R	1.90 (%)
* S	0.60 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	0.20 (%)
* X	(IN)
* Y	(IN)
* YY	96 (IN)
* Z	(IN)
* ZZ	48 (IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	1.40 (%)
* EE	0.10 (%)
DWS Transition Strip YES	
DWS Transition Strip Slope (FF) 2.50 (%)	

Comments ▲



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Insert Picture 1

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Insert Picture 3

Insert Picture 6



A S E N N O A T I O N

*Date of Design (yyyy mm dd)	2022	06	30
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.30	%	1.10 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk 17 degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.1	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	BELFIELD	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BELFIELDAve-2022-06-30-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A S E N N O A T I O N

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #f2f2f2;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>36 (IN)</td></tr> <tr><td>*</td><td>C</td><td>5.90 (%)</td></tr> <tr><td>*</td><td>D</td><td>8.30 (%)</td></tr> <tr><td>*</td><td>E</td><td>6.40 (%)</td></tr> <tr><td>*</td><td>F</td><td>2.30 (%)</td></tr> <tr><td>*</td><td>G</td><td>5.70 (%)</td></tr> <tr><td>*</td><td>H</td><td>5.40 (%)</td></tr> <tr><td>*</td><td>I</td><td>6.20 (%)</td></tr> <tr><td>*</td><td>J</td><td>151 (IN)</td></tr> <tr><td>*</td><td>K</td><td>5 (IN)</td></tr> <tr><td>*</td><td>L</td><td>49 (IN)</td></tr> <tr><td>*</td><td>M</td><td>136 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>22 (IN)</td></tr> <tr><td>*</td><td>P</td><td>49 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.30 (%)</td></tr> <tr><td>*</td><td>R</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>S</td><td>0.90 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.10 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>96 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>0.90 (%)</td></tr> <tr><td>*</td><td>EE</td><td>2.90 (%)</td></tr> <tr style="background-color: #00b0f0; color: white;"><td colspan="2" style="text-align: center;">DWS Transition Strip</td><td style="text-align: center;">YES</td></tr> <tr style="background-color: #00b0f0; color: white;"><td colspan="2" style="text-align: center;">DWS Transition Strip Slope (FF)</td><td style="text-align: center;">3.30 (%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	36 (IN)	*	C	5.90 (%)	*	D	8.30 (%)	*	E	6.40 (%)	*	F	2.30 (%)	*	G	5.70 (%)	*	H	5.40 (%)	*	I	6.20 (%)	*	J	151 (IN)	*	K	5 (IN)	*	L	49 (IN)	*	M	136 (IN)	*	N	3 (IN)	*	O	22 (IN)	*	P	49 (IN)	*	Q	2.30 (%)	*	R	3.50 (%)	*	S	0.90 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.10 (%)	*	X	(IN)	*	Y	(IN)	*	YY	96 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	0.90 (%)	*	EE	2.90 (%)	DWS Transition Strip		YES	DWS Transition Strip Slope (FF)		3.30 (%)
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DWS Transition Strip Slope (FF)		3.30 (%)																																																																																																												
<p><input type="checkbox"/> BLENDER TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																													

Comments ▲



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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A S E N N O A T I O N

*Date of Design (yyyy mm dd)	2022	06	30
Designer 1	Brian Donahue (DPS)		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	0.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.0	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	BELFIELD	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BELFIELDAve-2022-06-30-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A S E N N O A T I O N

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDER TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	7.20 (%)
*	D	9.30 (%)
*	E	7.70 (%)
*	F	6.20 (%)
*	G	4.30 (%)
*	H	7.60 (%)
*	I	7.50 (%)
*	J	146 (IN)
*	K	3 (IN)
*	L	28 (IN)
*	M	130 (IN)
*	N	4 (IN)
*	O	40 (IN)
*	P	49 (IN)
*	Q	2.50 (%)
*	R	1.50 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	96 (IN)
*	Z	(IN)
*	ZZ	99999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.90 (%)
*	EE	1.70 (%)
	DWS Transition Strip	YES
	DWS Transition Strip Slope (FF)	1.70 (%)



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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



RS

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2

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	brian donahue TDPS		
Designer 2	naa na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.50	%	2.90 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.8	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	BOYER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CHELTEN	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	BOYER	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E CHELTEN	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

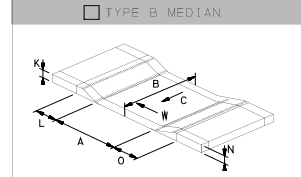
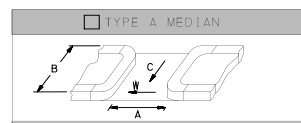
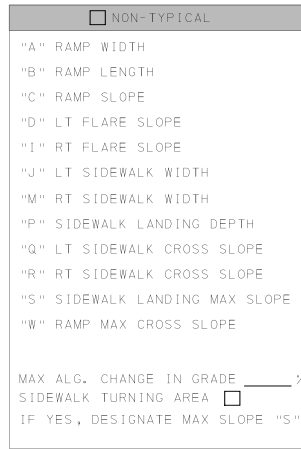
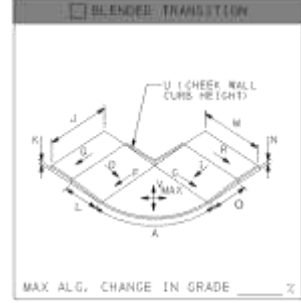
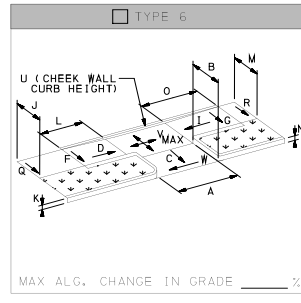
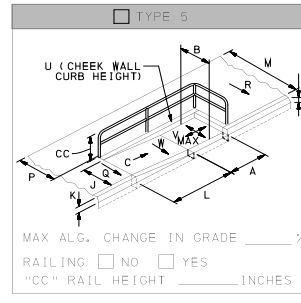
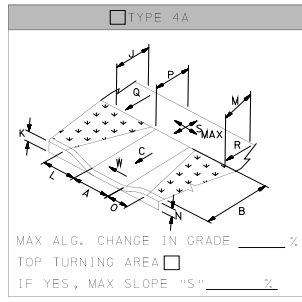
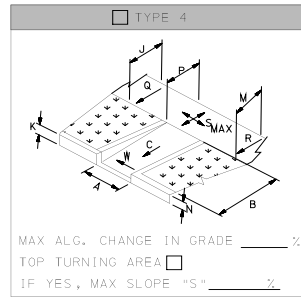
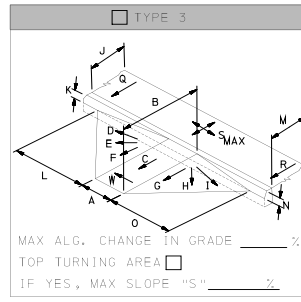
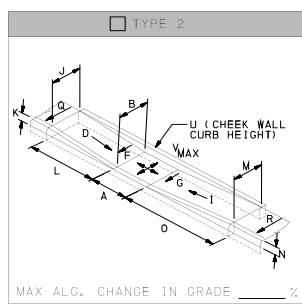
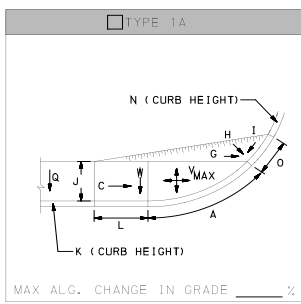
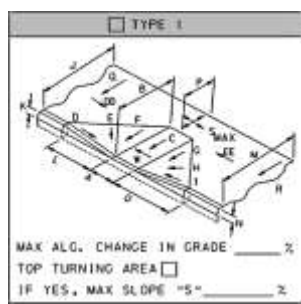
Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BOYERSt-EHELTENAve-BOYERSt-EHELTENAve-2022-11-10-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S
o ation **A** **enn**
2



"0.00" inches or %		
*	A	48 (IN)
*	B	64 (IN)
*	C	8.30 (%)
*	D	8.10 (%)
*	E	9.60 (%)
*	F	4.70 (%)
*	G	7.30 (%)
*	H	7.90 (%)
*	I	9.30 (%)
*	J	195 (IN)
*	K	3 (IN)
*	L	16 (IN)
*	M	110 (IN)
*	N	3 (IN)
*	O	34 (IN)
*	P	49 (IN)
*	Q	0.40 (%)
*	R	1.90 (%)
*	S	1.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	175 (IN)
*	YY	175 (IN)
*	Z	(IN)
*	ZZ	144 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.70 (%)
*	EE	0.40 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S A en n o ation

*Date of Design (yyyy mm dd)	2022	06	30
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.30	%	0.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.1	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	BOYER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

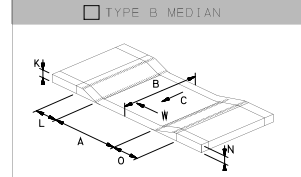
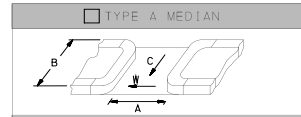
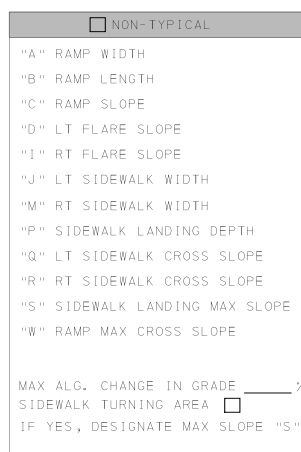
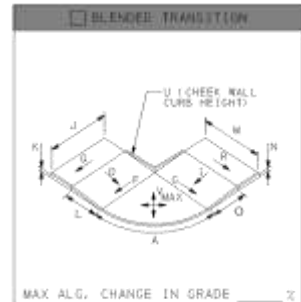
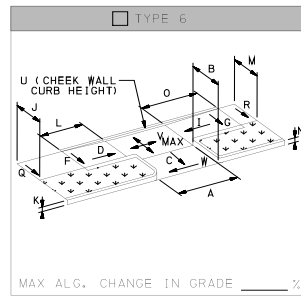
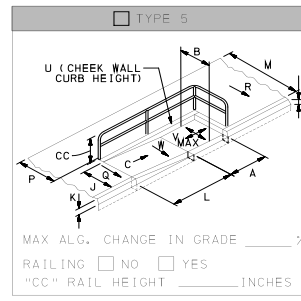
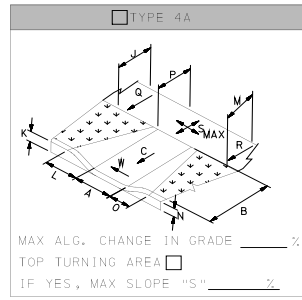
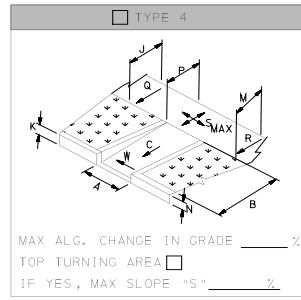
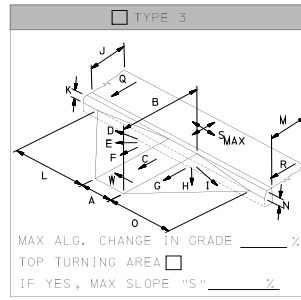
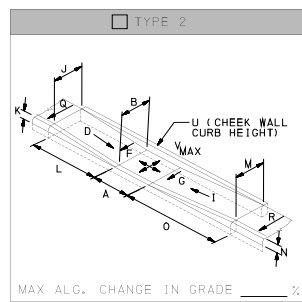
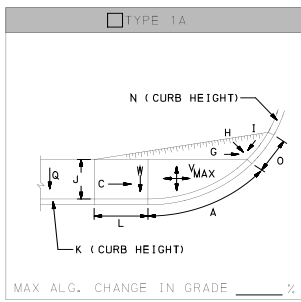
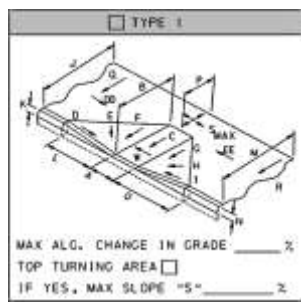
Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BOYERSt-2022-06-30-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S A enn o ation



"0.00" inches or %		
*	A	48 (IN)
*	B	51 (IN)
*	C	5.80 (%)
*	D	3.70 (%)
*	E	3.60 (%)
*	F	3.50 (%)
*	G	6.40 (%)
*	H	9.00 (%)
*	I	7.80 (%)
*	J	188 (IN)
*	K	3 (IN)
*	L	39 (IN)
*	M	109 (IN)
*	N	8 (IN)
*	O	53 (IN)
*	P	51 (IN)
*	Q	0.50 (%)
*	R	2.00 (%)
*	S	0.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	96 (IN)
*	Z	(IN)
*	ZZ	9999 (IN) No crosswalk one way
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.60 (%)
*	EE	0.90 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S A en n o ation

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	0.40	%	2.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.2	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	BOYER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

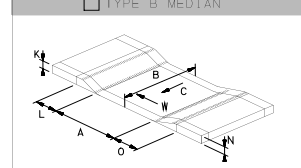
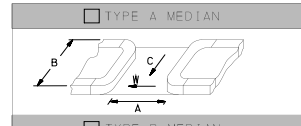
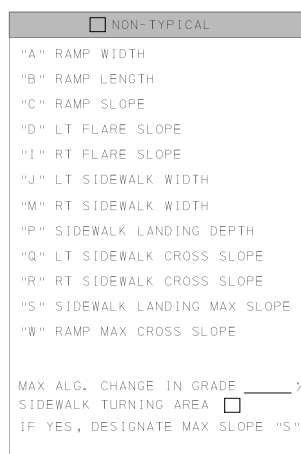
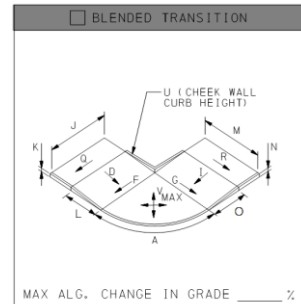
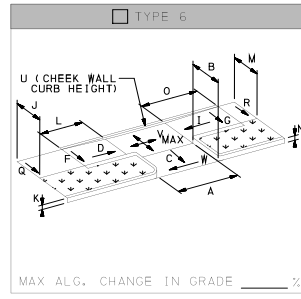
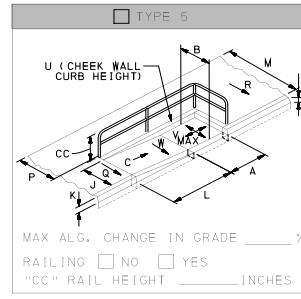
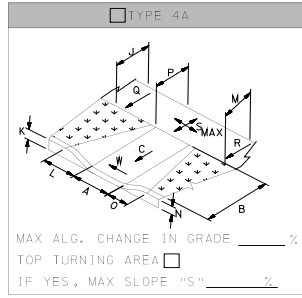
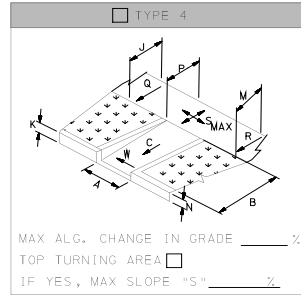
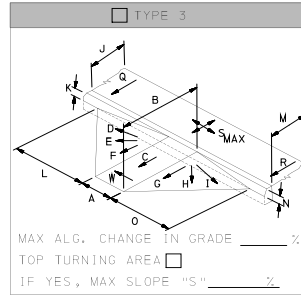
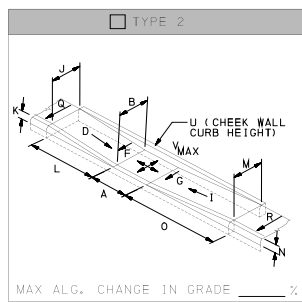
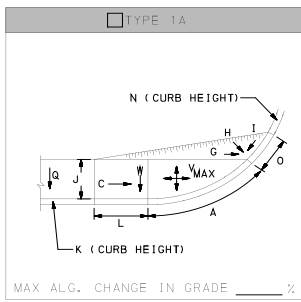
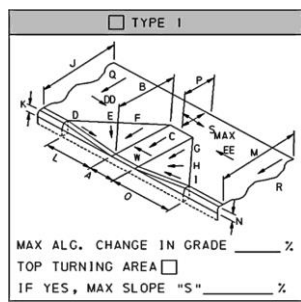
Algebraic Difference

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BOYERSt-2023-04-15-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S A enn o ation



"0.00" inches or %		
*	A	48 (IN)
*	B	99 (IN)
*	C	8.20 (%)
*	D	9.80 (%) Traffic signal in flare
*	E	10.60 (%)
*	F	7.90 (%)
*	G	7.80 (%)
*	H	8.00 (%)
*	I	6.90 (%)
*	J	108 (IN)
*	K	3 (IN)
*	L	60 (IN)
*	M	184 (IN)
*	N	5 (IN)
*	O	28 (IN)
*	P	49 (IN)
*	Q	3.80 (%)
*	R	3.10 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	96 (IN)
*	Z	(IN)
*	ZZ	99999 (IN) One way NA
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.60 (%)
*	EE	0.30 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S A en n o ation

*Date of Design (yyyy mm dd)	2023	01	30
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.20 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.7	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	BOYER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CHELTEN	(segment)	(offset)
*East Leg Desc.			
*South Leg	BOYER	(segment)	(offset)
*South Leg Desc.			
*West Leg	E CHELTEN	(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

Algebraic Difference

Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

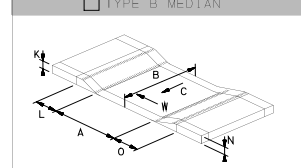
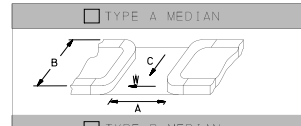
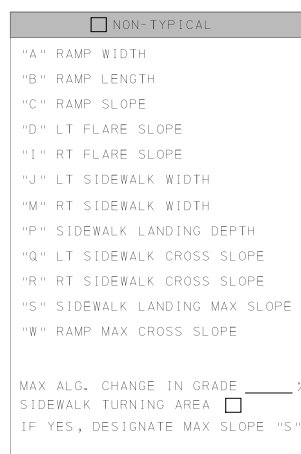
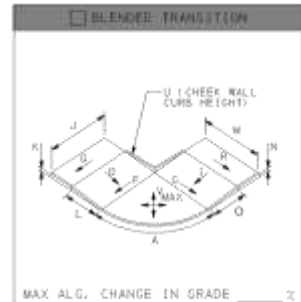
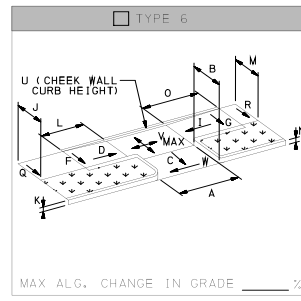
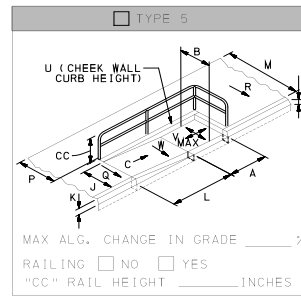
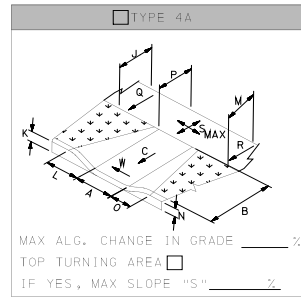
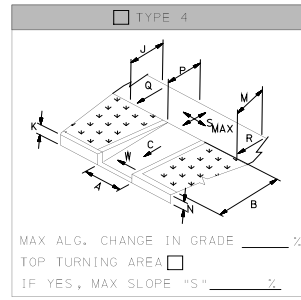
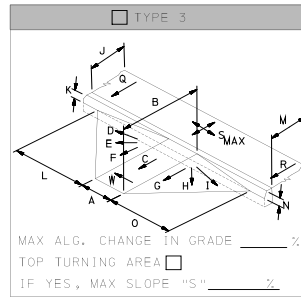
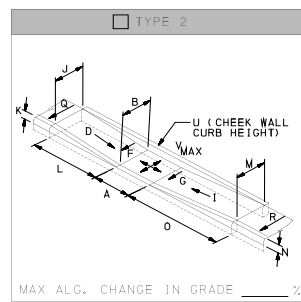
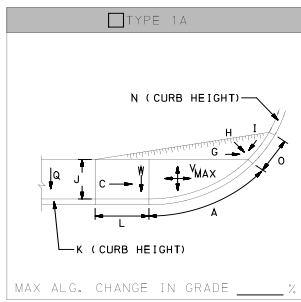
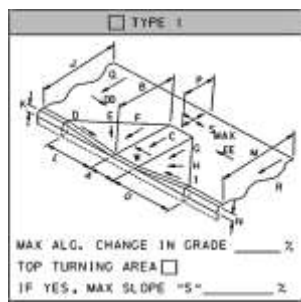
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work

YES

Push Button Turning Area - Max Slope (%)		Comments:
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-BOYERSt-EHELLEN-BOYER-EHELLEN-2023-01-30-9-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	



R S A enn o ation



"0.00" inches or %		
*	A	48 (IN)
*	B	84 (IN)
*	C	8.30 (%)
*	D	6.80 (%)
*	E	8.00 (%)
*	F	7.30 (%)
*	G	8.30 (%)
*	H	10.50 (%)
*	I	10.00 (%)
*	J	108 (IN)
*	K	6 (IN)
*	L	31 (IN)
*	M	184 (IN)
*	N	4 (IN)
*	O	56 (IN)
*	P	54 (IN)
*	Q	4.00 (%)
*	R	3.50 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.60 (%)
*	EE	1.20 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



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*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	2.80	%	1.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.1	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	BOYER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CHELTEN	(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

Algebraic Difference

Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work

YES

Push Button Turning Area - Max Slope (%)		Comments:
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-BOYERSt-EHELTHEN-2022-11-10-17-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	



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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>39 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.30 (%)</td></tr> <tr><td>*</td><td>D</td><td>6.80 (%)</td></tr> <tr><td>*</td><td>E</td><td>5.80 (%)</td></tr> <tr><td>*</td><td>F</td><td>3.90 (%)</td></tr> <tr><td>*</td><td>G</td><td>5.00 (%)</td></tr> <tr><td>*</td><td>H</td><td>6.40 (%)</td></tr> <tr><td>*</td><td>I</td><td>7.30 (%)</td></tr> <tr><td>*</td><td>J</td><td>110 (IN)</td></tr> <tr><td>*</td><td>K</td><td>3 (IN)</td></tr> <tr><td>*</td><td>L</td><td>48 (IN)</td></tr> <tr><td>*</td><td>M</td><td>170 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>45 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.80 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>96 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>120 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>EE</td><td>1.10 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	39 (IN)	*	C	6.30 (%)	*	D	6.80 (%)	*	E	5.80 (%)	*	F	3.90 (%)	*	G	5.00 (%)	*	H	6.40 (%)	*	I	7.30 (%)	*	J	110 (IN)	*	K	3 (IN)	*	L	48 (IN)	*	M	170 (IN)	*	N	3 (IN)	*	O	45 (IN)	*	P	48 (IN)	*	Q	2.00 (%)	*	R	1.80 (%)	*	S	1.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.80 (%)	*	X	(IN)	*	Y	(IN)	*	YY	96 (IN)	*	Z	(IN)	*	ZZ	120 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	1.60 (%)	*	EE	1.10 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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DWS Transition Strip		NO																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p>Comments ▲</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																													



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



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*Date of Design (yyyy mm dd)	2022	06	30
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	3.90	%	0.70 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.2	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	BOYER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

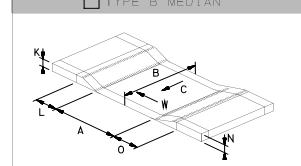
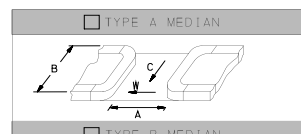
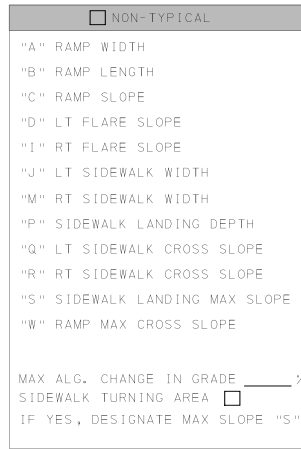
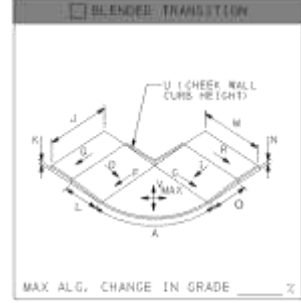
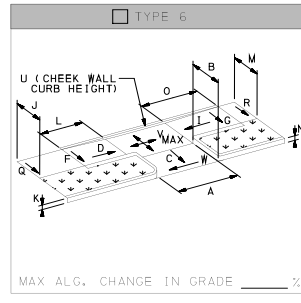
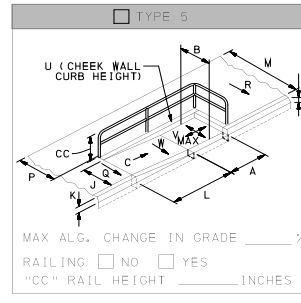
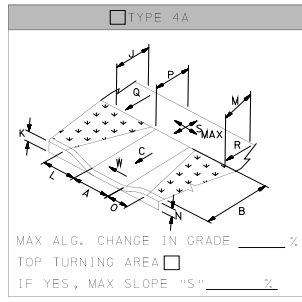
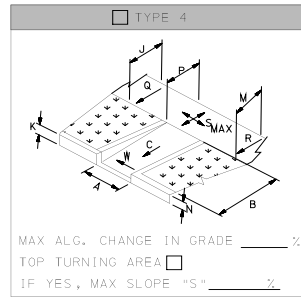
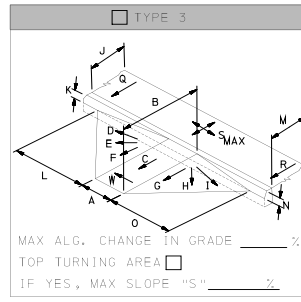
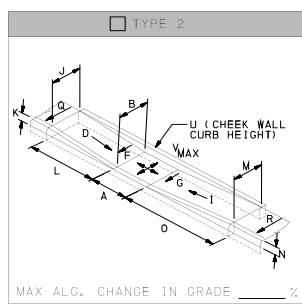
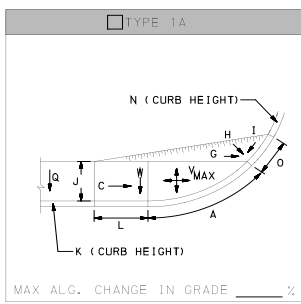
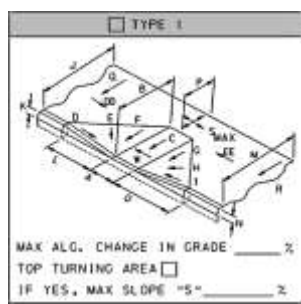
Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS



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"0.00" inches or %		
*	A	48 (IN)
*	B	66 (IN)
*	C	4.30 (%)
*	D	8.20 (%)
*	E	7.70 (%)
*	F	2.90 (%)
*	G	4.00 (%)
*	H	3.90 (%)
*	I	3.30 (%)
*	J	116 (IN)
*	K	3 (IN)
*	L	44 (IN)
*	M	167 (IN)
*	N	3 (IN)
*	O	45 (IN)
*	P	53 (IN)
*	Q	2.50 (%)
*	R	2.30 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.40 (%)
*	EE	1.00 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S A S S e n n o a t i o n
12

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	5.20	%	1.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	11.1	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	BOYER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

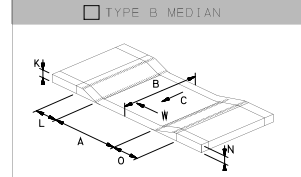
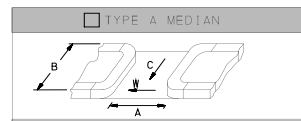
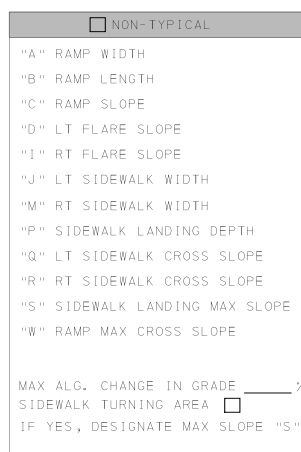
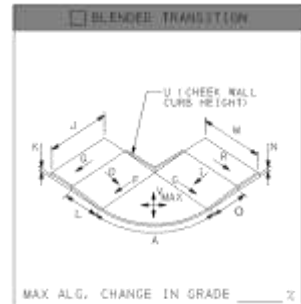
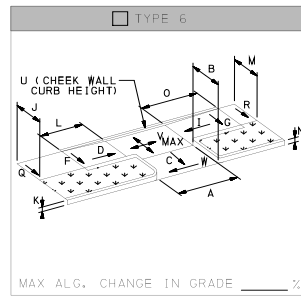
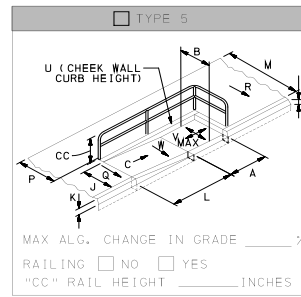
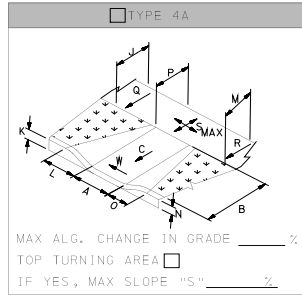
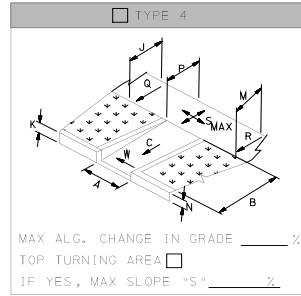
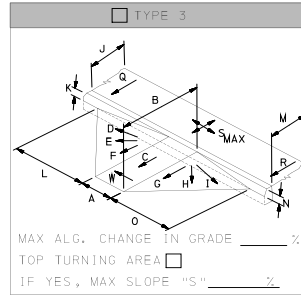
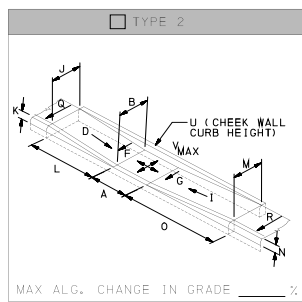
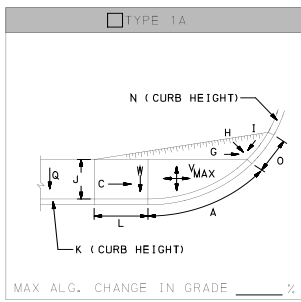
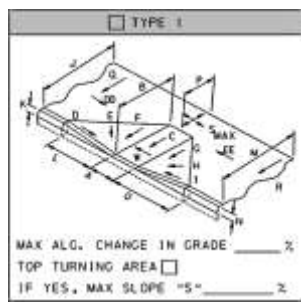
Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BOYERSt-2022-11-10-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

RS A S S en n o ation
12



"0.00" inches or %		
*	A	48 (IN)
*	B	32 (IN)
*	C	5.90 (%)
*	D	2.60 (%)
*	E	2.90 (%)
*	F	4.30 (%)
*	G	3.30 (%)
*	H	3.20 (%)
*	I	5.50 (IN)
*	J	58 (IN)
*	K	2 (IN) 1.25, not flush
*	L	12 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	18 (IN)
*	P	60 (IN)
*	Q	0.20 (%)
*	R	3.10 (%)
*	S	1.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	96 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.80 (%)
*	EE	2.00 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S A S S e n n o a t i o n
1

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.7	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	BOYER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

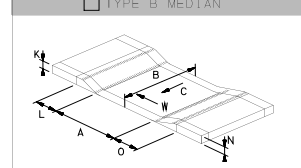
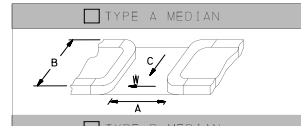
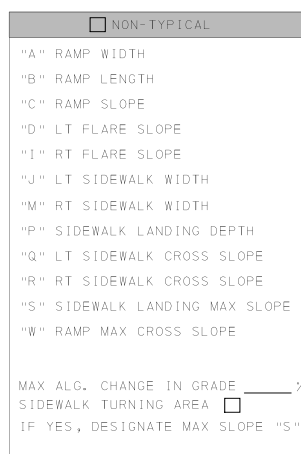
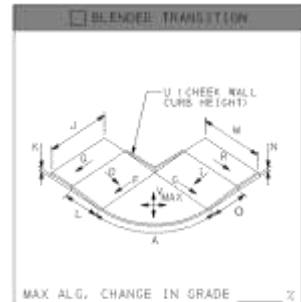
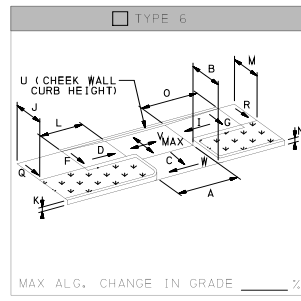
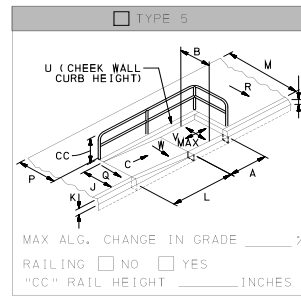
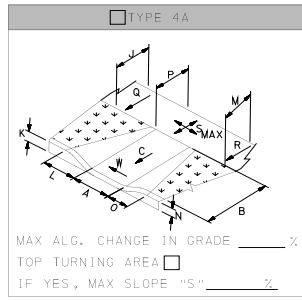
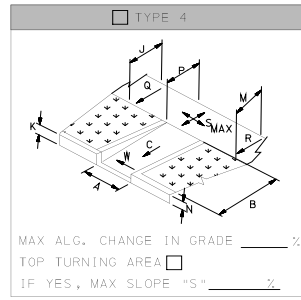
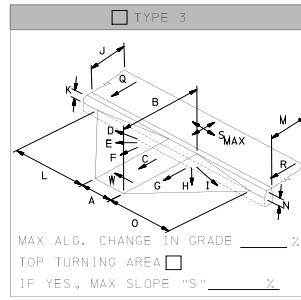
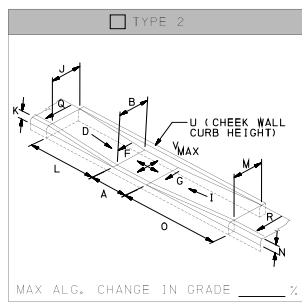
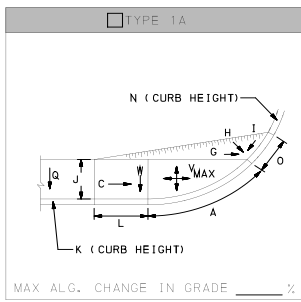
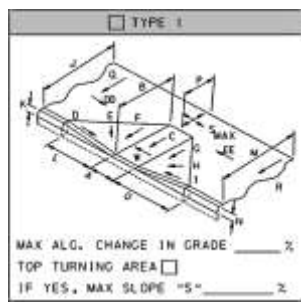
Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

RS A SS en n o ation
1



"0.00" inches or %		
*	A	48 (IN)
*	B	32 (IN)
*	C	6.70 (%)
*	D	8.30 (%)
*	E	9.40 (%)
*	F	6.80 (%)
*	G	5.00 (%)
*	H	3.20 (%)
*	I	2.80 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	21 (IN)
*	M	58 (IN)
*	N	4 (IN)
*	O	23 (IN)
*	P	49 (IN)
*	Q	0.10 (%)
*	R	2.50 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	96 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.80 (%)
*	EE	1.80 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S A S S e n n o a t i o n
1

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.60	%	1.70 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.1	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	BOYER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X% -Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X% Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BOYERSt-2023-04-15-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S A S S e n s i o n

1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #f2f2f2;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>34 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.90 (%)</td></tr> <tr><td>*</td><td>D</td><td>0.40 (%)</td></tr> <tr><td>*</td><td>E</td><td>4.10 (%)</td></tr> <tr><td>*</td><td>F</td><td>7.00 (%)</td></tr> <tr><td>*</td><td>G</td><td>6.60 (%)</td></tr> <tr><td>*</td><td>H</td><td>9.10 (%)</td></tr> <tr><td>*</td><td>I</td><td>10.00 (%)</td></tr> <tr><td>*</td><td>J</td><td>60 (IN)</td></tr> <tr><td>*</td><td>K</td><td>3 (IN)</td></tr> <tr><td>*</td><td>L</td><td>24 (IN)</td></tr> <tr><td>*</td><td>M</td><td>58 (IN)</td></tr> <tr><td>*</td><td>N</td><td>2 (IN)</td></tr> <tr><td>*</td><td>O</td><td>31 (IN)</td></tr> <tr><td>*</td><td>P</td><td>66 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>R</td><td>0.50 (%)</td></tr> <tr><td>*</td><td>S</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.30 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>96 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>5.40 (%)</td></tr> <tr><td>*</td><td>EE</td><td>0.50 (%)</td></tr> <tr><td colspan="2" style="background-color: #00b0f0; color: white;">DWS Transition Strip</td><td style="background-color: #00b0f0; color: white;">NO</td></tr> <tr><td colspan="2" style="background-color: #00b0f0; color: white;">DWS Transition Strip Slope (FF)</td><td style="background-color: #00b0f0; color: white;">(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	34 (IN)	*	C	7.90 (%)	*	D	0.40 (%)	*	E	4.10 (%)	*	F	7.00 (%)	*	G	6.60 (%)	*	H	9.10 (%)	*	I	10.00 (%)	*	J	60 (IN)	*	K	3 (IN)	*	L	24 (IN)	*	M	58 (IN)	*	N	2 (IN)	*	O	31 (IN)	*	P	66 (IN)	*	Q	3.50 (%)	*	R	0.50 (%)	*	S	2.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.30 (%)	*	X	(IN)	*	Y	(IN)	*	YY	96 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	5.40 (%)	*	EE	0.50 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																													

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S A S S e n n o a t i o n
1

*Date of Design (yyyy mm dd)	2022	06	30
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.30	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	4.6	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	BOYER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

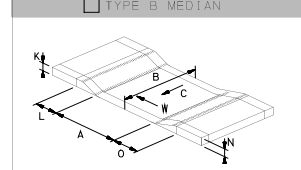
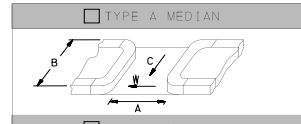
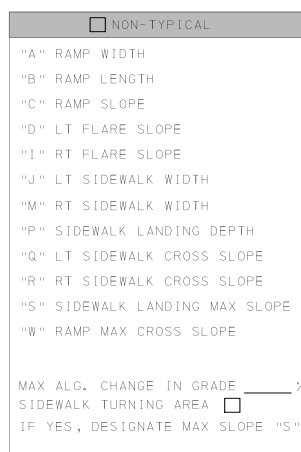
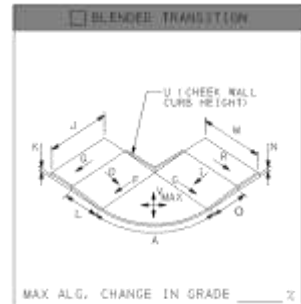
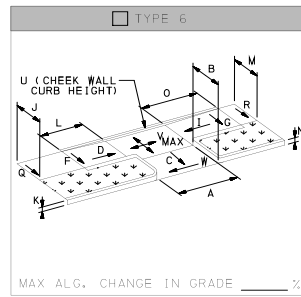
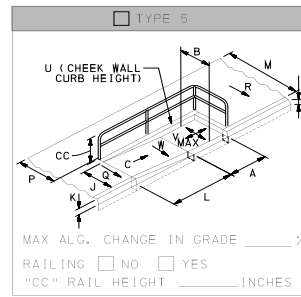
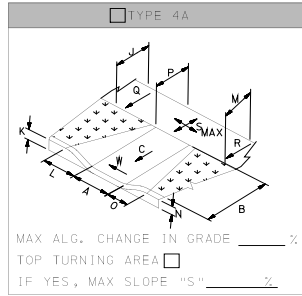
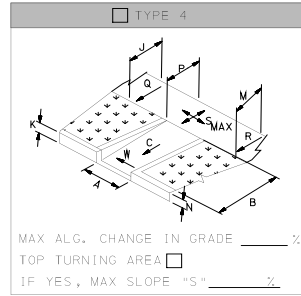
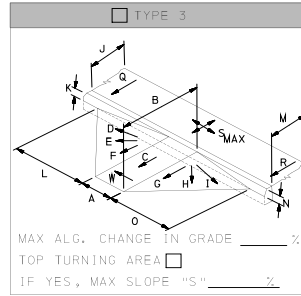
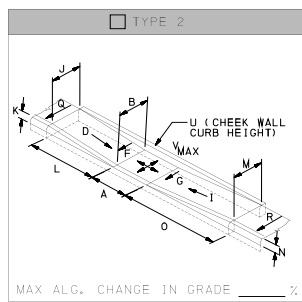
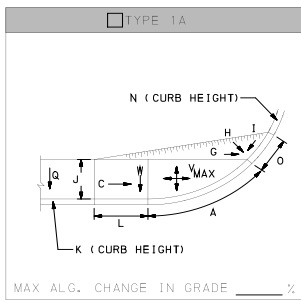
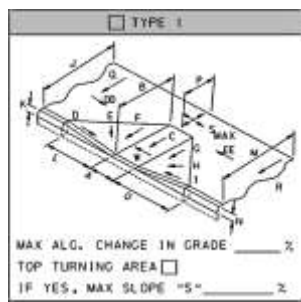
DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BOYERSt-2022-06-30-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

RS A SS en n o ation
1



"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	2.20 (%)
*	D	1.90 (%)
*	E	1.50 (%)
*	F	1.80 (%)
*	G	1.00 (%)
*	H	3.50 (%)
*	I	5.20 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	32 (IN)
*	M	58 (IN)
*	N	3 (IN)
*	O	38 (IN)
*	P	63 (IN)
*	Q	3.30 (%)
*	R	0.20 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	96 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	5.50 (%)
*	EE	0.50 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S R A S enn o ation

*Date of Design (yyyy mm dd)	2022	06	30
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.60	%	1.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.4	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	MUSGRAVE	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w/Crosswalk

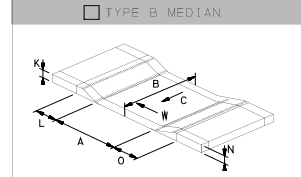
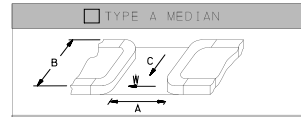
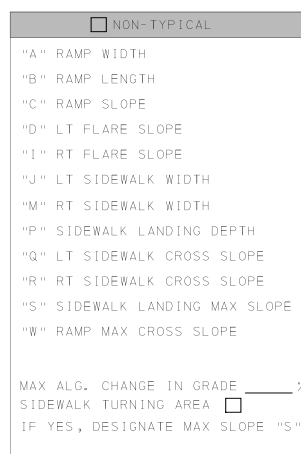
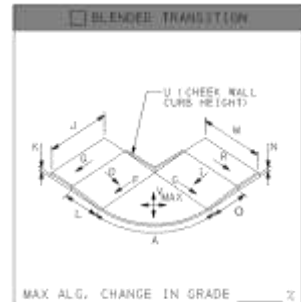
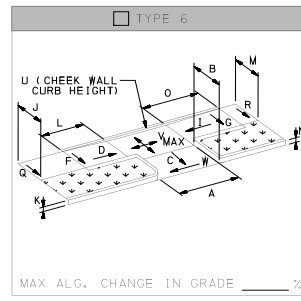
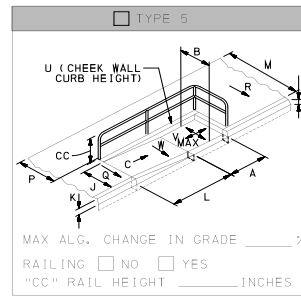
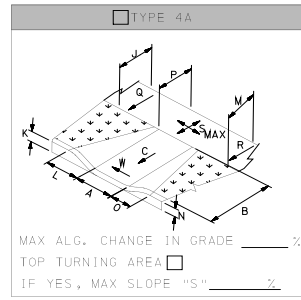
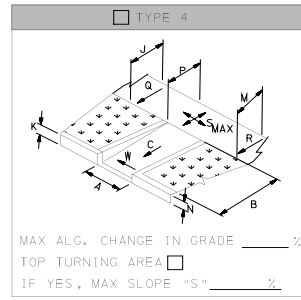
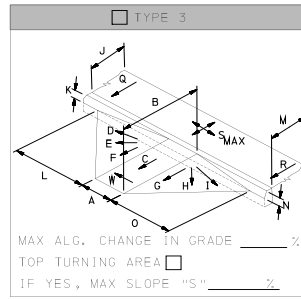
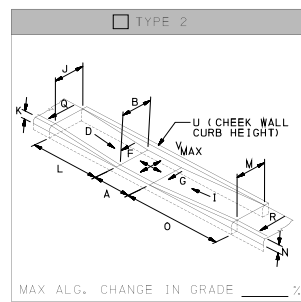
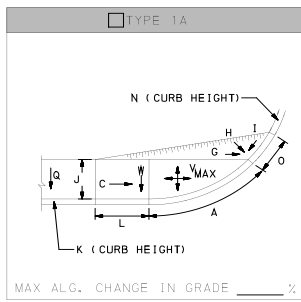
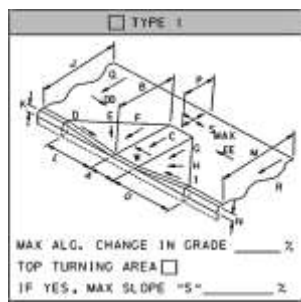
Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-MUSGRAVEAve-2022-06-30-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S RA S enn o ation



"0.00" inches or %		
*	A	48 (IN)
*	B	34 (IN)
*	C	6.90 (%)
*	D	9.50 (%)
*	E	7.50 (%)
*	F	4.90 (%)
*	G	5.90 (%)
*	H	5.90 (%)
*	I	3.20 (%)
*	J	59 (IN)
*	K	3 (IN)
*	L	18 (IN)
*	M	59 (IN)
*	N	4 (IN)
*	O	67 (IN)
*	P	50 (IN)
*	Q	0.50 (%)
*	R	2.30 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.30 (%)
*	EE	3.40 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



R

S RA S enn o ation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S R A S enn o ation

*Date of Design (yyyy mm dd)	2022	06	30
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.30	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk 17 degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.9	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	MUSGRAVE	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

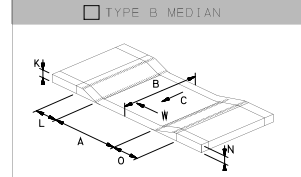
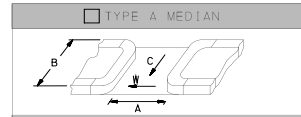
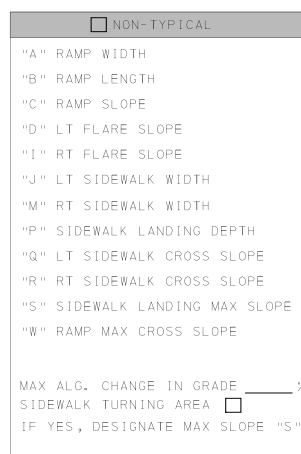
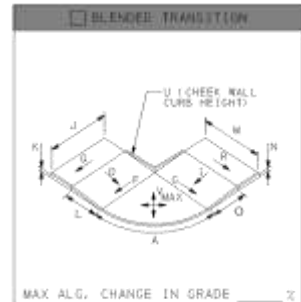
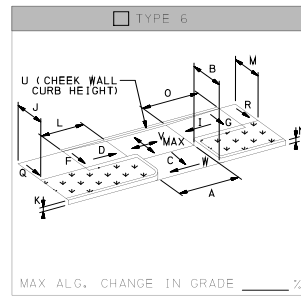
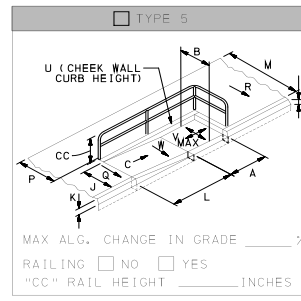
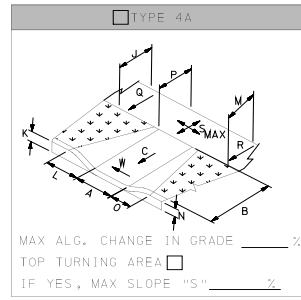
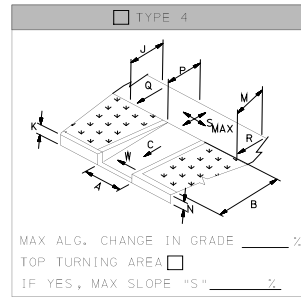
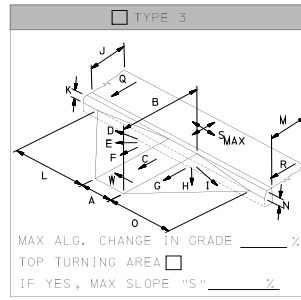
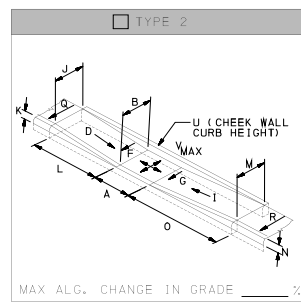
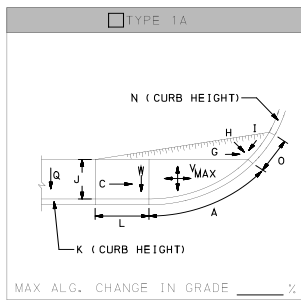
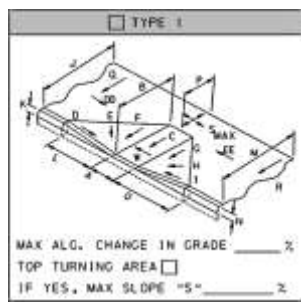
ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-MUSGRAVEAve-2022-06-30-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S RA S enn o ation



"0.00" inches or %		
*	A	48 (IN)
*	B	37 (IN)
*	C	7.60 (%)
*	D	1.40 (%)
*	E	2.60 (%)
*	F	5.00 (%)
*	G	7.60 (%)
*	H	8.40 (%)
*	I	7.60 (%)
*	J	60 (IN)
*	K	3 (IN)
*	L	47 (IN)
*	M	59 (IN)
*	N	3 (IN)
*	O	42 (IN)
*	P	53 (IN)
*	Q	1.60 (%)
*	R	3.70 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.70 (%)
*	EE	1.80 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



R

S RA S enn o ation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S R A S enn o ation

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	N/A	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	1.20	%	0.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.7	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	MUSGRAVE	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	CHURCH	(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

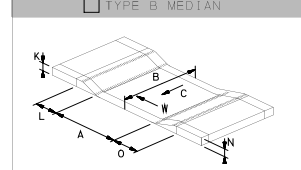
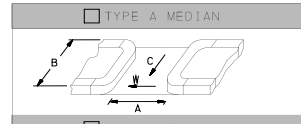
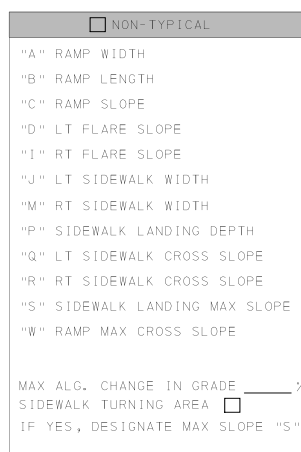
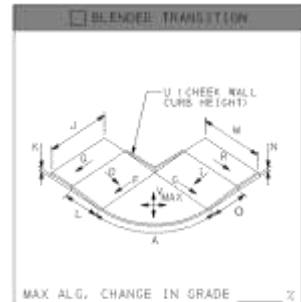
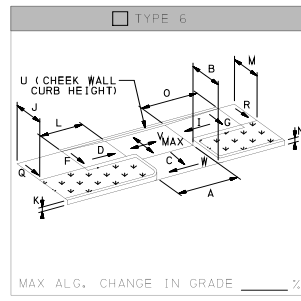
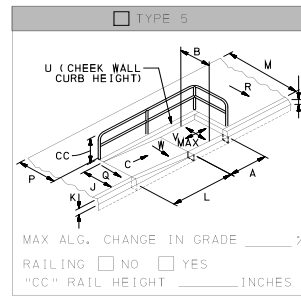
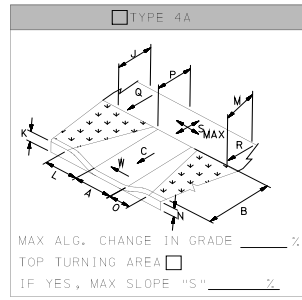
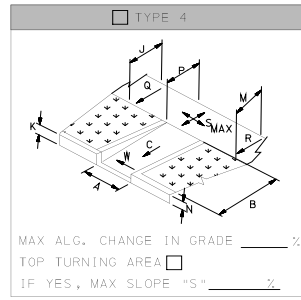
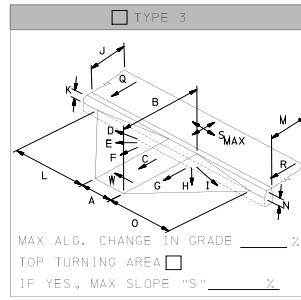
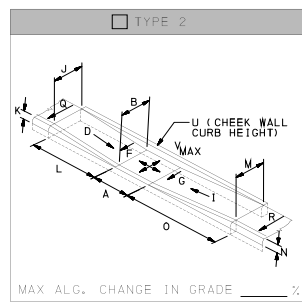
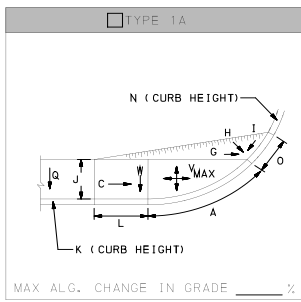
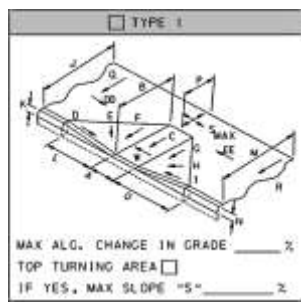
Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-MUSGRAVEAve-CHURCH-2022-11-10-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S RA S enn o ation



"0.00" inches or %		
*	A	48 (IN)
*	B	34 (IN)
*	C	6.50 (%)
*	D	6.00 (%)
*	E	6.20 (%)
*	F	7.10 (%)
*	G	6.20 (%)
*	H	7.10 (%)
*	I	7.80 (%)
*	J	60 (IN)
*	K	3 (IN)
*	L	47 (IN)
*	M	59 (IN)
*	N	2 (IN)
*	O	25 (IN)
*	P	53 (IN)
*	Q	1.30 (%)
*	R	3.50 (%)
*	S	0.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.80 (%)
*	EE	1.90 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S R A S enn o ation
12

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	N/A	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	2.10	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	2.7	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 2		
*North Leg	MUSGRAVE	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X% Ramp Slope -Y% Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X% Ramp Slope Y% Longitudinal Slope of Crosswalk

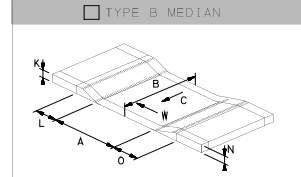
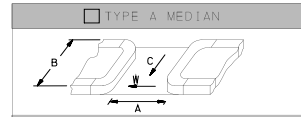
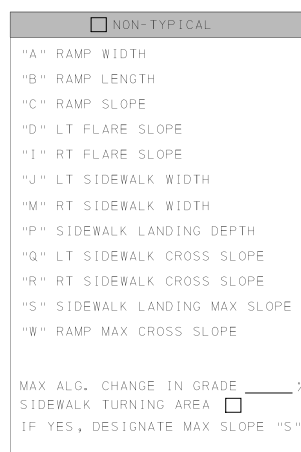
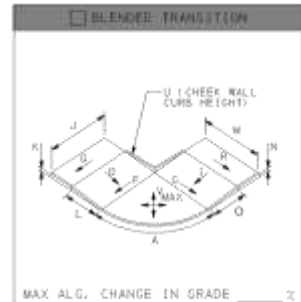
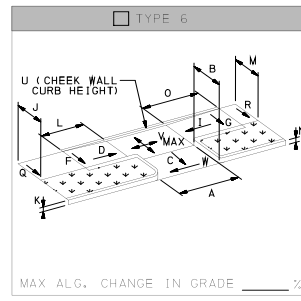
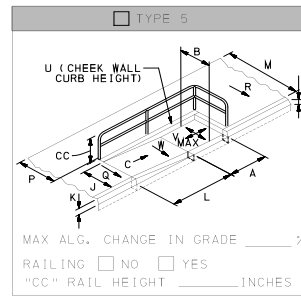
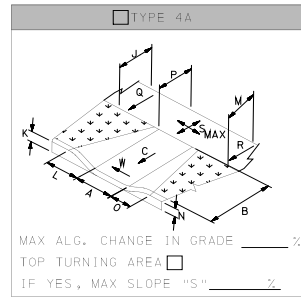
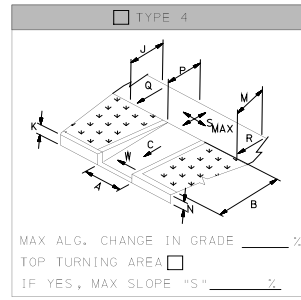
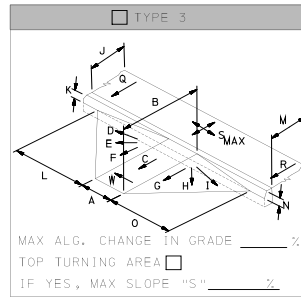
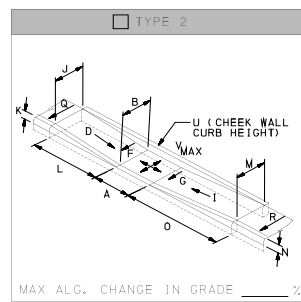
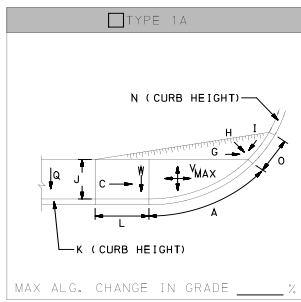
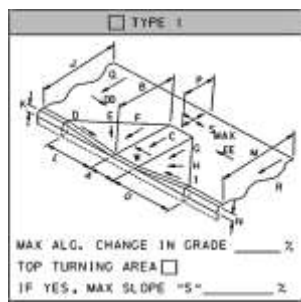
Depressed Curb

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-MUSGRAVEAve-2022-11-10-12-Type2
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S RA S enn
o ation 12



"0.00" inches or %		
*	A	60 (IN)
*	B	79 (IN)
*	C	(%)
*	D	7.90 (%)
*	E	(%)
*	F	0.90 (%)
*	G	1.30 (%)
*	H	(%)
*	I	5.00 (%)
*	J	80 (IN)
*	K	3 (IN)
*	L	47 (IN)
*	M	79 (IN)
*	N	4 (IN)
*	O	49 (IN)
*	P	(IN)
*	Q	1.10 (%)
*	R	0.90 (%)
*	S	(%)
*	T	(IN)
*	U	9 (IN)
*	V	0.50 (%)
*	W	(%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	(%)
*	EE	(%)

Comments ▲

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A S R A S enn
o ation 2

*Date of Design (yyyy mm dd)	2022	06	30
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.10	%	1.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	5.3	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	MUSGRAVE	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

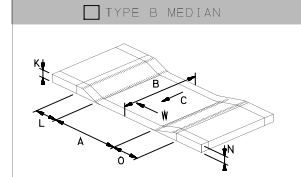
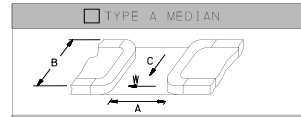
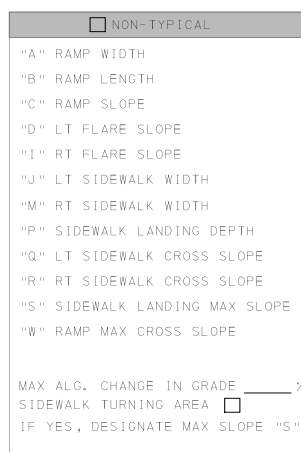
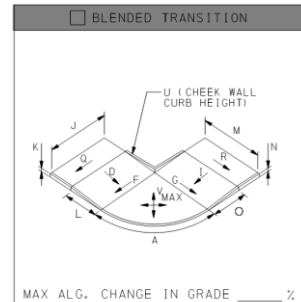
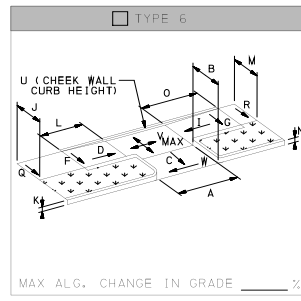
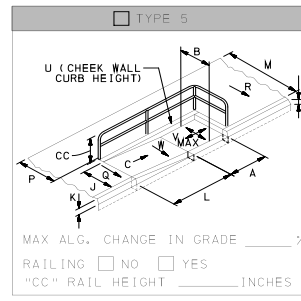
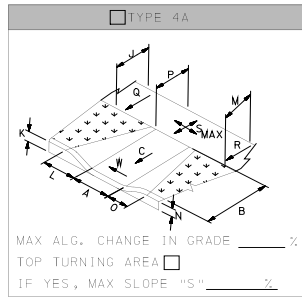
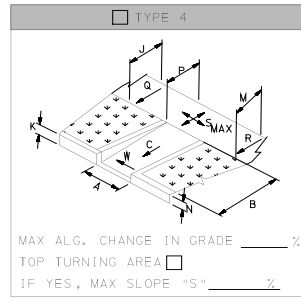
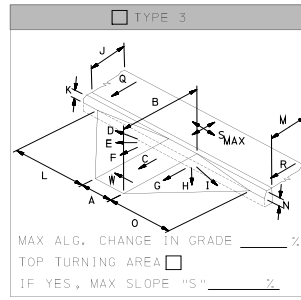
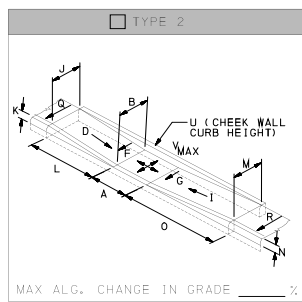
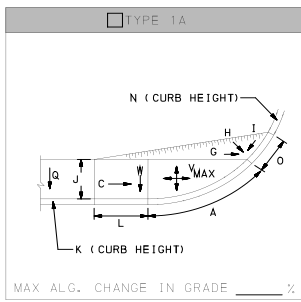
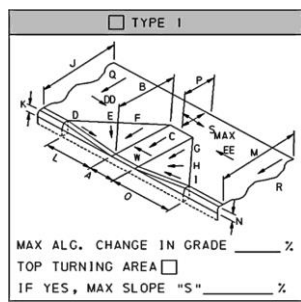
Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



A S R A S e n n
o a t i o n 2



"0.00" inches or %		
*	A	48 (IN)
*	B	88 (IN)
*	C	4.20 (%)
*	D	1.20 (%)
*	E	1.90 (%)
*	F	3.20 (%)
*	G	4.30 (%)
*	H	5.90 (%)
*	I	7.50 (%)
*	J	185 (IN)
*	K	2 (IN)
*	L	32 (IN)
*	M	153 (IN)
*	N	3 (IN)
*	O	44 (IN)
*	P	51 (IN)
*	Q	2.70 (%)
*	R	4.10 (%)
*	S	0.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	96 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.20 (%)
*	EE	3.00 (%)
	DWS Transition Strip	YES
	DWS Transition Strip Slope (FF)	4.00 (%)

Comments ▲



A

S R A S enn o ation
2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



**A S R A S e n n
o a t i o n**

*Date of Design (yyyy mm dd)	2022	06	30
Designer 1	Brian Donahue TDPS		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	-0.70	%	0.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	1.5	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	MUSGRAVE	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES		
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-MUSGRAVEAve-2022-06-30-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		



**A S R A S e n n
o a t i o n**

<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	
<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %	
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 		

Comments ▲

"0.00" inches or %	
* A	48 (IN)
* B	60 (IN)
* C	2.20 (%)
* D	8.20 (%)
* E	5.20 (%)
* F	2.80 (%)
* G	0.90 (%)
* H	0.20 (%)
* I	0.30 (%)
* J	184 (IN)
* K	3 (IN)
* L	39 (IN)
* M	153 (IN)
* N	3 (IN)
* O	41 (IN)
* P	50 (IN)
* Q	2.40 (%)
* R	3.60 (%)
* S	0.30 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	0.50 (%)
* X	(IN)
* Y	(IN)
* YY	120 (IN)
* Z	(IN)
* ZZ	96 (IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	0.10 (%)
* EE	2.80 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) (%)	



A

S R A S enn o ation



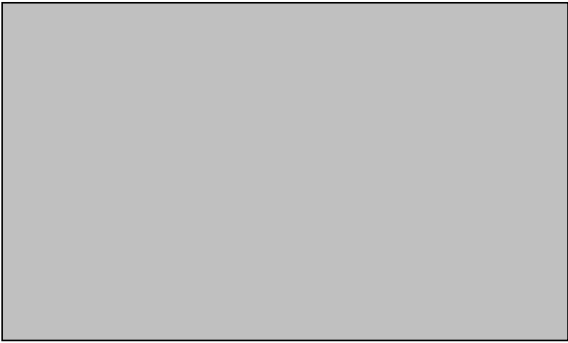
Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



**A S R A S e n n
o a t i o n**

*Date of Design (yyyy mm dd)	2022	11	10	
Designer 1	Brian Donahue TDPS			
Designer 2	BD TDPS			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Gate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.70	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #	Alg Δ Grade (%)	3.5		
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	09			
*Curb Ramp Type	Type 1			
*North Leg	MUSGRAVE	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg		(segment)	(offset)	
*East Leg Desc.				
*South Leg		(segment)	(offset)	
*South Leg Desc.				
*West Leg		(segment)	(offset)	
*West Leg Desc.				
Ramp Coordinates	Latitude			
	Longitude			

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-MUSGRAVEAve-2022-11-10-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

**A S R A S e n n
o a t i o n**



<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %																																																																																																												
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %																																																																																																												
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	<table border="1"> <thead> <tr> <th colspan="3">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>107 (IN)</td></tr> <tr><td>*</td><td>C</td><td>3.80 (%)</td></tr> <tr><td>*</td><td>D</td><td>3.90 (%)</td></tr> <tr><td>*</td><td>E</td><td>5.20 (%)</td></tr> <tr><td>*</td><td>F</td><td>4.70 (%)</td></tr> <tr><td>*</td><td>G</td><td>3.00 (%)</td></tr> <tr><td>*</td><td>H</td><td>6.20 (%)</td></tr> <tr><td>*</td><td>I</td><td>5.70 (%)</td></tr> <tr><td>*</td><td>J</td><td>60 (IN)</td></tr> <tr><td>*</td><td>K</td><td>4 (IN)</td></tr> <tr><td>*</td><td>L</td><td>40 (IN)</td></tr> <tr><td>*</td><td>M</td><td>175 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>44 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.40 (%)</td></tr> <tr><td>*</td><td>R</td><td>0.60 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.80 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>96 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>8.30 (%)</td></tr> <tr><td>*</td><td>EE</td><td>5.20 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	107 (IN)	*	C	3.80 (%)	*	D	3.90 (%)	*	E	5.20 (%)	*	F	4.70 (%)	*	G	3.00 (%)	*	H	6.20 (%)	*	I	5.70 (%)	*	J	60 (IN)	*	K	4 (IN)	*	L	40 (IN)	*	M	175 (IN)	*	N	3 (IN)	*	O	44 (IN)	*	P	48 (IN)	*	Q	2.40 (%)	*	R	0.60 (%)	*	S	1.20 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.80 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	96 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	8.30 (%)	*	EE	5.20 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %																																																																																																													
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 																																																																																																														

Comments ▲



A

S R A S enn o ation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A **RA** **enn**
o ation **2**

*Date of Design (yyyy mm dd)	2022	11	10	
Designer 1	Brian Donahue Tony DePaul & Son			
Designer 2	BD TDPS			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	4			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Gate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.40	%	0.20	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #	Alg Δ Grade (%)	8.5		
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	02			
*Curb Ramp Type	Type 1			
*North Leg	MICHENER	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	E GOWEN	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	MICHENER	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	E GOWEN	(segment)	(offset)	
*West Leg Desc.	Ave			
Ramp Coordinates	Latitude			
	Longitude			

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-MICHENERAve-EGOWENAve-MICHENERAve-EGOWENAve-2022-11-10-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A **RA** **enn**
o ation **2**

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>		

"0.00" inches or %	
* A	48 (IN)
* B	37 (IN)
* C	5.50 (%)
* D	5.10 (%)
* E	4.10 (%)
* F	5.80 (%)
* G	5.40 (%)
* H	2.50 (%)
* I	6.80 (%)
* J	57 (IN)
* K	4 (IN)
* L	33 (IN)
* M	62 (IN)
* N	2 (IN)
* O	32 (IN)
* P	66 (IN)
* Q	0.80 (%)
* R	0.50 (%)
* S	2.00 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	1.60 (%)
* X	(IN)
* Y	(IN)
* YY	999 (IN) No walk
* Z	(IN)
* ZZ	999 (IN) No bar
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	0.40 (%)
* EE	2.60 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) (%)	

Comments ▲



A

R A e n n o a t i o n 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A **o** **a** **t** **i** **o** **n**

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.00	%	1.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.0	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	MICHENER	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	E GOWEN	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	MICHENER	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	E GOWEN	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-MICHENERAve-EGOWENAve-MICHENERAve-EGOWENAve-2022-11-10-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A R A e n n
o a t i o n

<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %																																																																								
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %																																																																								
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>* A</td><td>48 (IN)</td></tr> <tr><td>* B</td><td>38 (IN)</td></tr> <tr><td>* C</td><td>5.00 (%)</td></tr> <tr><td>* D</td><td>4.40 (%)</td></tr> <tr><td>* E</td><td>5.00 (%)</td></tr> <tr><td>* F</td><td>6.70 (%)</td></tr> <tr><td>* G</td><td>2.30 (%)</td></tr> <tr><td>* H</td><td>3.60 (%)</td></tr> <tr><td>* I</td><td>4.60 (%)</td></tr> <tr><td>* J</td><td>59 (IN)</td></tr> <tr><td>* K</td><td>2 (IN)</td></tr> <tr><td>* L</td><td>42 (IN)</td></tr> <tr><td>* M</td><td>57 (IN)</td></tr> <tr><td>* N</td><td>3 (IN)</td></tr> <tr><td>* O</td><td>26 (IN)</td></tr> <tr><td>* P</td><td>58 (IN)</td></tr> <tr><td>* Q</td><td>3.00 (%)</td></tr> <tr><td>* R</td><td>0.50 (%)</td></tr> <tr><td>* S</td><td>0.70 (%)</td></tr> <tr><td>* T</td><td>(IN)</td></tr> <tr><td>* U</td><td>(IN)</td></tr> <tr><td>* V</td><td>(%)</td></tr> <tr><td>* W</td><td>0.30 (%)</td></tr> <tr><td>* X</td><td>(IN)</td></tr> <tr><td>* Y</td><td>(IN)</td></tr> <tr><td>* YY</td><td>150 (IN)</td></tr> <tr><td>* Z</td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>48 (IN)</td></tr> <tr><td>* AA</td><td>(IN)</td></tr> <tr><td>* BB</td><td>(IN)</td></tr> <tr><td>* CC</td><td>(IN)</td></tr> <tr><td>* DD</td><td>1.20 (%)</td></tr> <tr><td>* EE</td><td>0.60 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF) _____ (%)</td></tr> </tbody> </table>	"0.00" inches or %		* A	48 (IN)	* B	38 (IN)	* C	5.00 (%)	* D	4.40 (%)	* E	5.00 (%)	* F	6.70 (%)	* G	2.30 (%)	* H	3.60 (%)	* I	4.60 (%)	* J	59 (IN)	* K	2 (IN)	* L	42 (IN)	* M	57 (IN)	* N	3 (IN)	* O	26 (IN)	* P	58 (IN)	* Q	3.00 (%)	* R	0.50 (%)	* S	0.70 (%)	* T	(IN)	* U	(IN)	* V	(%)	* W	0.30 (%)	* X	(IN)	* Y	(IN)	* YY	150 (IN)	* Z	(IN)	* ZZ	48 (IN)	* AA	(IN)	* BB	(IN)	* CC	(IN)	* DD	1.20 (%)	* EE	0.60 (%)	DWS Transition Strip NO		DWS Transition Strip Slope (FF) _____ (%)	
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DWS Transition Strip Slope (FF) _____ (%)																																																																										
<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %																																																																									
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 																																																																										

Comments ▲



A

R A e n n o a t i o n



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



A **o** **a** **t** **i** **o** **n**

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.00	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	6.4	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	MICHENER	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	E GOWEN	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	MICHENER	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	E GOWEN	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-MICHENERAve-EGOWENAve-MICHENERAve-EGOWENAve-2022-11-10-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 6A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>		

"0.00" inches or %		
*	A	48 (IN)
*	B	38 (IN)
*	C	5.40 (%)
*	D	3.30 (%)
*	E	3.70 (%)
*	F	3.50 (%)
*	G	4.70 (%)
*	H	8.00 (%)
*	I	8.20 (%)
*	J	57 (IN)
*	K	2 (IN) 1.75
*	L	27 (IN)
*	M	57 (IN)
*	N	3 (IN)
*	O	30 (IN)
*	P	54 (IN)
*	Q	2.00 (%)
*	R	0.50 (%)
*	S	1.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) No walk
*	Z	(IN)
*	ZZ	999 (IN) No bar
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.20 (%)
*	EE	0.60 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



A

R A e n n o a t i o n



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A **R A** **enn**
o ation **1**

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.80	%	0.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk 17 degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	5.5	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	MICHENER	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	E GOWEN	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	MICHENER	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	E GOWEN	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-MICHENERAve-EGOWENAve-MICHENERAve-EGOWENAve-2023-04-15-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R E N N O A T I O N 1

*Date of Design (yyyy mm dd)	2022	03	18
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BTD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	8		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	5.00	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	11.6	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	TEMPLE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-TEMPLE Rd-2022-03-18-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	
<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %	
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 		

"0.00" inches or %	
* A	48 (IN)
* B	30 (IN)
* C	6.60 (%)
* D	7.00 (%)
* E	7.90 (%)
* F	7.30 (%)
* G	6.80 (%)
* H	4.40 (%)
* I	2.20 (%)
* J	55 (IN)
* K	2 (IN) 1.75
* L	31 (IN)
* M	55 (IN)
* N	2 (IN) 1.5
* O	38 (IN)
* P	56 (IN)
* Q	1.10 (%)
* R	2.10 (%)
* S	1.80 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	1.10 (%)
* X	(IN)
* Y	(IN)
* YY	120 (IN)
* Z	(IN)
* ZZ	9999 (IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	5.70 (%)
* EE	2.60 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) (%)	

Comments ▲

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R e n n o a t i o n 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



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*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.30	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	5.6	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	WILLIAMS	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	E GOWEN	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	WILLIAMS	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	E GOWEN	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-WILLIAMS Ave-EGOWEN Ave-WILLIAMS Ave-EGOWEN Ave-2022-11-10-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																								
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Comments ▲



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Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



A A S A e n n
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*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	6.40	%	0.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.9	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	WILLIAMS	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	E GOWEN	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	WILLIAMS	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	E GOWEN	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-WILLIAMS Ave-EGOWEN Ave-WILLIAMS Ave-EGOWEN Ave-2022-11-10-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A A S A e n n
o a t i o n

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																										
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																										
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																										
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																											
			<p>"0.00" inches or %</p> <table border="1"> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>27</td><td>(IN)</td></tr> <tr><td>C</td><td>6.50</td><td>(%)</td></tr> <tr><td>D</td><td>2.40</td><td>(%)</td></tr> <tr><td>E</td><td>3.00</td><td>(%)</td></tr> <tr><td>F</td><td>3.50</td><td>(%)</td></tr> <tr><td>G</td><td>4.00</td><td>(%)</td></tr> <tr><td>H</td><td>5.20</td><td>(%)</td></tr> <tr><td>I</td><td>4.70</td><td>(%)</td></tr> <tr><td>J</td><td>59</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN)</td></tr> <tr><td>L</td><td>34</td><td>(IN)</td></tr> <tr><td>M</td><td>58</td><td>(IN)</td></tr> <tr><td>N</td><td>3</td><td>(IN)</td></tr> <tr><td>O</td><td>33</td><td>(IN)</td></tr> <tr><td>P</td><td>60</td><td>(IN)</td></tr> <tr><td>Q</td><td>0.50</td><td>(%)</td></tr> <tr><td>R</td><td>0.10</td><td>(%)</td></tr> <tr><td>S</td><td>0.70</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>0.50</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>1.00</td><td>(%)</td></tr> <tr><td>EE</td><td>3.80</td><td>(%)</td></tr> <tr><td>DWS Transition Strip</td><td>NO</td><td></td></tr> <tr><td>DWS Transition Strip Slope (FF)</td><td></td><td>(%)</td></tr> </table>	A	48	(IN)	B	27	(IN)	C	6.50	(%)	D	2.40	(%)	E	3.00	(%)	F	3.50	(%)	G	4.00	(%)	H	5.20	(%)	I	4.70	(%)	J	59	(IN)	K	2	(IN)	L	34	(IN)	M	58	(IN)	N	3	(IN)	O	33	(IN)	P	60	(IN)	Q	0.50	(%)	R	0.10	(%)	S	0.70	(%)	T		(IN)	U		(IN)	V		(%)	W	0.50	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	1.00	(%)	EE	3.80	(%)	DWS Transition Strip	NO		DWS Transition Strip Slope (FF)		(%)
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Comments ▲



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Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



A A S A e n n
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*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.40	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	4.2	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	WILLIAMS	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	E GOWEN	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	WILLIAMS	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	E GOWEN	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-WILLIAMS Ave-EGOWEN Ave-WILLIAMS Ave-EGOWEN Ave-2023-04-15-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲

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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A A S A e n n
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*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.00	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	3.3	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	WILLIAMS	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	E GOWEN	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	WILLIAMS	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	E GOWEN	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w/Crosswalk

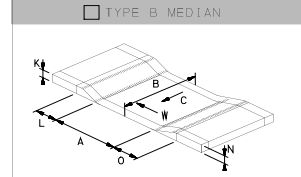
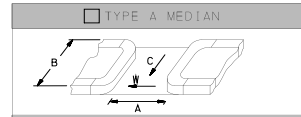
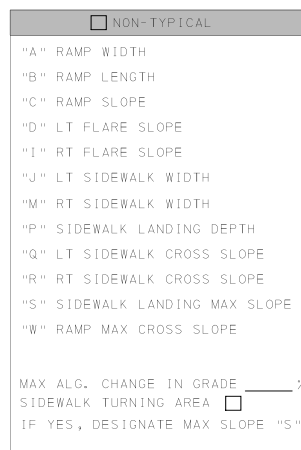
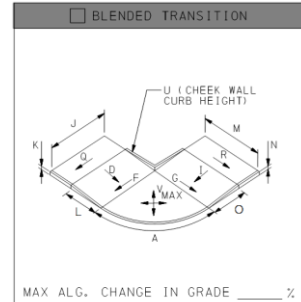
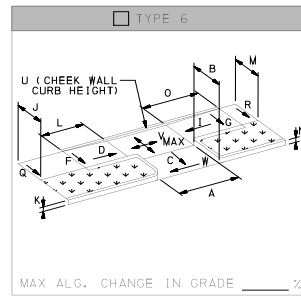
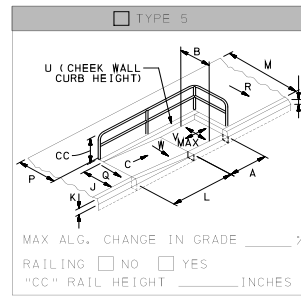
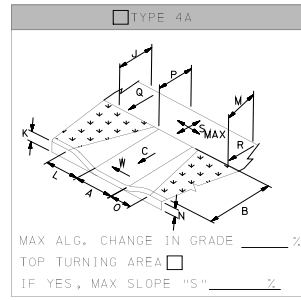
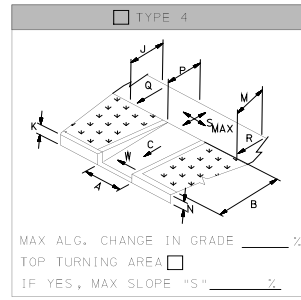
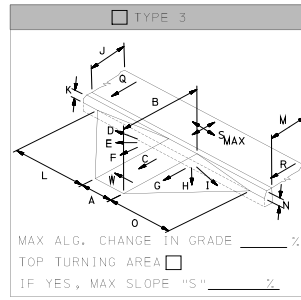
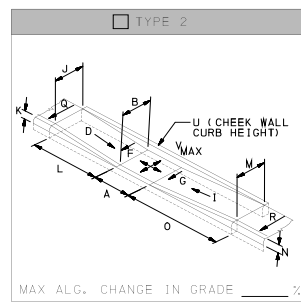
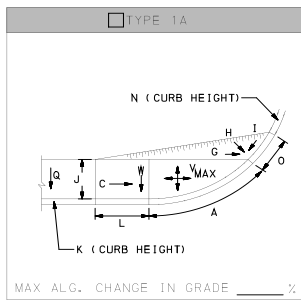
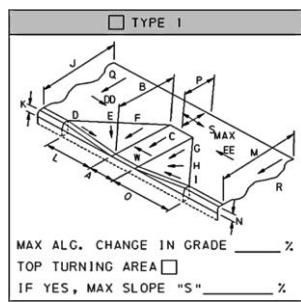
Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-WILLIAMS Ave-EGOWEN Ave-WILLIAMS Ave-EGOWEN Ave-2023-04-15-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	3.00 (%)
*	D	3.10 (%)
*	E	3.50 (%)
*	F	2.50 (%)
*	G	2.40 (%)
*	H	999 (%) Pole
*	I	5.10 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	26 (IN)
*	M	57 (IN)
*	N	5 (IN)
*	O	42 (IN)
*	P	51 (IN)
*	Q	0.10 (%)
*	R	0.50 (%)
*	S	0.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.90 (%)
*	EE	2.50 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲

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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A A S A enn
o ation 12

*Date of Design (yyyy mm dd)	2022	11	10	
Designer 1	Brian Donahue Tony DePaul & Son			
Designer 2	BD TDPS			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	4			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Gate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.20	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #	Alg Δ Grade (%)	4.0		
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	12			
*Curb Ramp Type	Type 1			
*North Leg	WILLIAMS	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	E GOWEN	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	WILLIAMS	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	E GOWEN	(segment)	(offset)	
*West Leg Desc.	Ave			
Ramp Coordinates	Latitude			
	Longitude			

Ramp Angle w\Crosswalk

$Z^\circ = \text{Ramp Angle w\Crosswalk}$

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



A A S A enn
o ation 12

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>* A</td><td>48 (IN)</td></tr> <tr><td>* B</td><td>38 (IN)</td></tr> <tr><td>* C</td><td>3.00 (%)</td></tr> <tr><td>* D</td><td>9.80 (%)</td></tr> <tr><td>* E</td><td>5.90 (%)</td></tr> <tr><td>* F</td><td>2.80 (%)</td></tr> <tr><td>* G</td><td>3.80 (%)</td></tr> <tr><td>* H</td><td>5.70 (%)</td></tr> <tr><td>* I</td><td>9.60 (%)</td></tr> <tr><td>* J</td><td>62 (IN)</td></tr> <tr><td>* K</td><td>7 (IN)</td></tr> <tr><td>* L</td><td>30 (IN)</td></tr> <tr><td>* M</td><td>61 (IN)</td></tr> <tr><td>* N</td><td>2 (IN)</td></tr> <tr><td>* O</td><td>36 (IN)</td></tr> <tr><td>* P</td><td>57 (IN)</td></tr> <tr><td>* Q</td><td>0.20 (%)</td></tr> <tr><td>* R</td><td>0.50 (%)</td></tr> <tr><td>* S</td><td>1.00 (%)</td></tr> <tr><td>* T</td><td>(IN)</td></tr> <tr><td>* U</td><td>(IN)</td></tr> <tr><td>* V</td><td>(%)</td></tr> <tr><td>* W</td><td>0.60 (%)</td></tr> <tr><td>* X</td><td>(IN)</td></tr> <tr><td>* Y</td><td>(IN)</td></tr> <tr><td>* YY</td><td>120 (IN)</td></tr> <tr><td>* Z</td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>48 (IN)</td></tr> <tr><td>* AA</td><td>(IN)</td></tr> <tr><td>* BB</td><td>(IN)</td></tr> <tr><td>* CC</td><td>(IN)</td></tr> <tr><td>* DD</td><td>1.70 (%)</td></tr> <tr><td>* EE</td><td>2.40 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF) _____ (%)</td></tr> </tbody> </table>	"0.00" inches or %		* A	48 (IN)	* B	38 (IN)	* C	3.00 (%)	* D	9.80 (%)	* E	5.90 (%)	* F	2.80 (%)	* G	3.80 (%)	* H	5.70 (%)	* I	9.60 (%)	* J	62 (IN)	* K	7 (IN)	* L	30 (IN)	* M	61 (IN)	* N	2 (IN)	* O	36 (IN)	* P	57 (IN)	* Q	0.20 (%)	* R	0.50 (%)	* S	1.00 (%)	* T	(IN)	* U	(IN)	* V	(%)	* W	0.60 (%)	* X	(IN)	* Y	(IN)	* YY	120 (IN)	* Z	(IN)	* ZZ	48 (IN)	* AA	(IN)	* BB	(IN)	* CC	(IN)	* DD	1.70 (%)	* EE	2.40 (%)	DWS Transition Strip NO		DWS Transition Strip Slope (FF) _____ (%)	
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																									
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																										

Comments ▲



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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A A S A
o ation 1
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*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.50	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	6.9	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	WILLIAMS	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	E GOWEN	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	WILLIAMS	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	E GOWEN	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-WILLIAMS Ave-EGOWEN Ave-WILLIAMS Ave-EGOWEN Ave-2022-11-10-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A A S A enn
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<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %																																																																								
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %																																																																								
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>* A</td><td>48 (IN)</td></tr> <tr><td>* B</td><td>46 (IN)</td></tr> <tr><td>* C</td><td>5.40 (%)</td></tr> <tr><td>* D</td><td>3.50 (%)</td></tr> <tr><td>* E</td><td>3.60 (%)</td></tr> <tr><td>* F</td><td>4.70 (%)</td></tr> <tr><td>* G</td><td>4.70 (%)</td></tr> <tr><td>* H</td><td>3.70 (%)</td></tr> <tr><td>* I</td><td>4.30 (%)</td></tr> <tr><td>* J</td><td>61 (IN)</td></tr> <tr><td>* K</td><td>2 (IN)</td></tr> <tr><td>* L</td><td>35 (IN)</td></tr> <tr><td>* M</td><td>58 (IN)</td></tr> <tr><td>* N</td><td>2 (IN)</td></tr> <tr><td>* O</td><td>43 (IN)</td></tr> <tr><td>* P</td><td>107 (IN)</td></tr> <tr><td>* Q</td><td>0.60 (%)</td></tr> <tr><td>* R</td><td>0.10 (%)</td></tr> <tr><td>* S</td><td>0.60 (%)</td></tr> <tr><td>* T</td><td>(IN)</td></tr> <tr><td>* U</td><td>(IN)</td></tr> <tr><td>* V</td><td>(%)</td></tr> <tr><td>* W</td><td>0.30 (%)</td></tr> <tr><td>* X</td><td>(IN)</td></tr> <tr><td>* Y</td><td>(IN)</td></tr> <tr><td>* YY</td><td>120 (IN)</td></tr> <tr><td>* Z</td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>48 (IN)</td></tr> <tr><td>* AA</td><td>(IN)</td></tr> <tr><td>* BB</td><td>(IN)</td></tr> <tr><td>* CC</td><td>(IN)</td></tr> <tr><td>* DD</td><td>0.60 (%)</td></tr> <tr><td>* EE</td><td>2.00 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF) _____ (%)</td></tr> </tbody> </table>	"0.00" inches or %		* A	48 (IN)	* B	46 (IN)	* C	5.40 (%)	* D	3.50 (%)	* E	3.60 (%)	* F	4.70 (%)	* G	4.70 (%)	* H	3.70 (%)	* I	4.30 (%)	* J	61 (IN)	* K	2 (IN)	* L	35 (IN)	* M	58 (IN)	* N	2 (IN)	* O	43 (IN)	* P	107 (IN)	* Q	0.60 (%)	* R	0.10 (%)	* S	0.60 (%)	* T	(IN)	* U	(IN)	* V	(%)	* W	0.30 (%)	* X	(IN)	* Y	(IN)	* YY	120 (IN)	* Z	(IN)	* ZZ	48 (IN)	* AA	(IN)	* BB	(IN)	* CC	(IN)	* DD	0.60 (%)	* EE	2.00 (%)	DWS Transition Strip NO		DWS Transition Strip Slope (FF) _____ (%)	
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<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 																																																																										

Comments ▲



A

A S A enn o ation 1



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



A A S A enn
o ation 1

*Date of Design (yyyy mm dd)	2022	11	10	
Designer 1	Brian Donahue Tony DePaul & Son			
Designer 2	BD TDPS			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	4			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Gate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.10	%	0.80	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #	Alg Δ Grade (%)	7.0		
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	19			
*Curb Ramp Type	Type 1			
*North Leg	WILLIAMS	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	E GOWEN	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	WILLIAMS	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	E GOWEN	(segment)	(offset)	
*West Leg Desc.	Ave			
Ramp Coordinates	Latitude			
	Longitude			

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-WILLIAMS Ave-EGOWEN Ave-WILLIAMS Ave-EGOWEN Ave-2022-11-10-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A A S A enn
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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																									
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;">"0.00" inches or %</p> <table border="1"> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>43</td><td>(IN)</td></tr> <tr><td>C</td><td>4.70</td><td>(%)</td></tr> <tr><td>D</td><td>7.10</td><td>(%)</td></tr> <tr><td>E</td><td>6.40</td><td>(%)</td></tr> <tr><td>F</td><td>4.30</td><td>(%)</td></tr> <tr><td>G</td><td>4.50</td><td>(%)</td></tr> <tr><td>H</td><td>4.40</td><td>(%)</td></tr> <tr><td>I</td><td>3.70</td><td>(%)</td></tr> <tr><td>J</td><td>61</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN) 1.5</td></tr> <tr><td>L</td><td>50</td><td>(IN)</td></tr> <tr><td>M</td><td>58</td><td>(IN)</td></tr> <tr><td>N</td><td>2</td><td>(IN) 1.5</td></tr> <tr><td>O</td><td>36</td><td>(IN)</td></tr> <tr><td>P</td><td>105</td><td>(IN)</td></tr> <tr><td>Q</td><td>0.60</td><td>(%)</td></tr> <tr><td>R</td><td>0.10</td><td>(%)</td></tr> <tr><td>S</td><td>1.30</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>0.70</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>0.60</td><td>(%)</td></tr> <tr><td>EE</td><td>2.00</td><td>(%)</td></tr> <tr><td>DWS Transition Strip</td><td>NO</td><td></td></tr> <tr><td>DWS Transition Strip Slope (FF)</td><td></td><td>(%)</td></tr> </table>	A	48	(IN)	B	43	(IN)	C	4.70	(%)	D	7.10	(%)	E	6.40	(%)	F	4.30	(%)	G	4.50	(%)	H	4.40	(%)	I	3.70	(%)	J	61	(IN)	K	2	(IN) 1.5	L	50	(IN)	M	58	(IN)	N	2	(IN) 1.5	O	36	(IN)	P	105	(IN)	Q	0.60	(%)	R	0.10	(%)	S	1.30	(%)	T		(IN)	U		(IN)	V		(%)	W	0.70	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	0.60	(%)	EE	2.00	(%)	DWS Transition Strip	NO		DWS Transition Strip Slope (FF)		(%)
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Comments ▲



A

A S A en n o ation 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



AR A R A enn
o ation 2

*Date of Design (yyyy mm dd)	2022	11	10	
Designer 1	Brian Donahue Tony DePaul & Son			
Designer 2	BD TDPS			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	7			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Gate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.60	%	0.80	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #	Alg Δ Grade (%)	10.2		
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	02			
*Curb Ramp Type	Type 1			
*North Leg	PICKERING	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	E MOUNT AIRY	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	PICKERING	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	E MOUNT AIRY	(segment)	(offset)	
*West Leg Desc.	Ave			
Ramp Coordinates	Latitude			
	Longitude			

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PICKERINGAve-EMOUNTAIRYAve-PICKERINGAve-EMOUNTAIRYAve-2022-11-10-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>		

"0.00" inches or %	
* A	48 (IN)
* B	41 (IN)
* C	7.60 (%)
* D	4.40 (%)
* E	4.50 (%)
* F	6.10 (%)
* G	8.00 (%)
* H	9.40 (%)
* I	10.00 (%)
* J	59 (IN)
* K	3 (IN)
* L	40 (IN)
* M	58 (IN)
* N	3 (IN)
* O	39 (IN)
* P	86 (IN)
* Q	1.70 (%)
* R	1.80 (%)
* S	1.90 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	0.60 (%)
* X	(IN)
* Y	(IN)
* YY	999 (IN) No walk
* Z	(IN)
* ZZ	999 (IN) No bar
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	0.20 (%)
* EE	7.10 (%)
DWS Transition Strip YES	
DWS Transition Strip Slope (FF) 2.80 (%)	

Comments ▲

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2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



ASA A R A
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*Date of Design (yyyy mm dd)	2022	11	10	
Designer 1	Brian Donahue Tony DePaul & Son			
Designer 2	BD TDPS			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	4			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Gate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.30	%	1.00	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		18 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #	Alg Δ Grade (%)	6.5		
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	04			
*Curb Ramp Type	Type 1			
*North Leg	PICKERING	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	E MOUNT PLEASANT	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg		(segment)	(offset)	
*South Leg Desc.				
*West Leg		(segment)	(offset)	
*West Leg Desc.				
Ramp Coordinates	Latitude			
	Longitude			

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PICKERINGAve-EMOUNTPLEASANTAve-2022-11-10-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %																																																																																																												
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Comments ▲



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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R A R A e n n
o a t i o n

*Date of Design (yyyy mm dd)	2022	11	10	
Designer 1	Brian Donahue Tony DePaul & Son			
Designer 2	BD TDPS			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
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Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	6			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Gate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.80	%	1.60	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #	Alg Δ Grade (%)	8.8		
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	04			
*Curb Ramp Type	Type 1			
*North Leg	PICKERING	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	E MOUNT AIRY	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	PICKERING	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	E MOUNT AIRY	(segment)	(offset)	
*West Leg Desc.	Ave			
Ramp Coordinates	Latitude			
	Longitude			

ACCESSIBLE PUSH BUTTONS

120" MIN

42"

60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z°

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X% -Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X% Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PICKERINGAve-EMOUNTAIRYAve-PICKERINGAve-EMOUNTAIRYAve-2022-11-10-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 6A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>		

"0.00" inches or %	
* A	48 (IN)
* B	32 (IN)
* C	6.00 (%)
* D	4.30 (%)
* E	4.00 (%)
* F	4.80 (%)
* G	5.40 (%)
* H	6.90 (%)
* I	8.00 (%)
* J	59 (IN)
* K	3 (IN)
* L	43 (IN)
* M	58 (IN)
* N	3 (IN)
* O	41 (IN)
* P	60 (IN)
* Q	1.70 (%)
* R	1.80 (%)
* S	2.00 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	1.00 (%)
* X	(IN)
* Y	(IN)
* YY	120 (IN)
* Z	(IN)
* ZZ	48 (IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	0.20 (%)
* EE	7.10 (%)

Comments ▲

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)



ARRA Renovation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R A R A e n n
o a t i o n 1

*Date of Design (yyyy mm dd)	2022	11	10	
Designer 1	Brian Donahue Tony DePaul & Son			
Designer 2	BD TDPS			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	4			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Gate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.50	%	1.60	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #	Alg Δ Grade (%)	9.4		
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	19			
*Curb Ramp Type	Type 1			
*North Leg	PICKERING	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	E MOUNT AIRY	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	PICKERING	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	E MOUNT AIRY	(segment)	(offset)	
*West Leg Desc.	Ave			
Ramp Coordinates	Latitude			
	Longitude			

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PICKERINGAve-EMOUNTAIRYAve-PICKERINGAve-EMOUNTAIRYAve-2022-11-10-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %

A	48	(IN)
B	53	(IN)
C	5.70	(%)
D	4.30	(%)
E	4.90	(%)
F	4.20	(%)
G	4.90	(%)
H	5.70	(%)
I	5.00	(%)
J	59	(IN)
K	2	(IN)
L	37	(IN)
M	59	(IN)
N	2	(IN)
O	53	(IN)
P	77	(IN)
Q	0.20	(%)
R	0.30	(%)
S	2.00	(%)
T		(IN)
U		(IN)
V		(%)
W	1.70	(%)
X		(IN)
Y		(IN)
YY	999	(IN) No crosswalk
Z	999	(IN) No Crosswalk
ZZ	999	(IN) No bar
AA		(IN)
BB		(IN)
CC		(IN)
DD	1.20	(%)
EE	4.00	(%)
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments ▲



ARRA Renovation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S A R e n n o a t i o n
2

*Date of Design (yyyy mm dd)		2022	11	10
Designer 1		Brian Donahue Tony DePaul & Son		
Designer 2		BTD TDPS		
*Engineering District Code		06 - District 6-0		
*County Name		Philadelphia		
*County Code (auto)		101		
*Municipality Name		Philadelphia City		
*Municipality Code (auto)		60000		
Construction Phase		Constructed		
Ramp Crosses		Local Road		
Photo Log Number		N/A		
Number of Photos		4		
Ramp Surface		Concrete		
Surface Stable, Firm, and Slip Resistant		YES		
Elevation Differences > 1/4"		NO	(X/16")	
Grate Openings or Gaps > 1/2"		NO	(X/16")	
Utilities in Path of Travel		NO		
Water Ponding in Path of Travel		NO		
Detectable Warning Surface (DWS)		YES		
DWS type		PolCom		
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path		YES	Crossing Control Type Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		1.70	%	0.10 %
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk 17 degrees	
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.4		
Intersection Ramp # of #		1	1	
*Ramp Location (Use Figure Below)		02		
*Curb Ramp Type		Type 1		
*North Leg	PELHAM	(segment)	(offset)	
*North Leg Desc.	Rd			
*East Leg		(segment)	(offset)	
*East Leg Desc.				
*South Leg		(segment)	(offset)	
*South Leg Desc.				
*West Leg	EMLN	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates		Latitude		
		Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work		YES
Push Button Turning Area - Max Slope (%)		Comments:
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-PELHAMRd-EMLNST-2022-11-10-2-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

S A R e n n o a t i o n
2



<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %																																																																								
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %																																																																								
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>* A</td><td>48 (IN)</td></tr> <tr><td>* B</td><td>24 (IN)</td></tr> <tr><td>* C</td><td>6.70 (%)</td></tr> <tr><td>* D</td><td>6.40 (%)</td></tr> <tr><td>* E</td><td>6.50 (%)</td></tr> <tr><td>* F</td><td>6.40 (%)</td></tr> <tr><td>* G</td><td>5.60 (%)</td></tr> <tr><td>* H</td><td>3.80 (%)</td></tr> <tr><td>* I</td><td>5.10 (%)</td></tr> <tr><td>* J</td><td>48 (IN)</td></tr> <tr><td>* K</td><td>6 (IN)</td></tr> <tr><td>* L</td><td>25 (IN)</td></tr> <tr><td>* M</td><td>51 (IN)</td></tr> <tr><td>* N</td><td>2 (IN)</td></tr> <tr><td>* O</td><td>18 (IN)</td></tr> <tr><td>* P</td><td>60 (IN)</td></tr> <tr><td>* Q</td><td>1.10 (%)</td></tr> <tr><td>* R</td><td>1.40 (%)</td></tr> <tr><td>* S</td><td>1.20 (%)</td></tr> <tr><td>* T</td><td>(IN)</td></tr> <tr><td>* U</td><td>(IN)</td></tr> <tr><td>* V</td><td>(%)</td></tr> <tr><td>* W</td><td>1.10 (%)</td></tr> <tr><td>* X</td><td>(IN)</td></tr> <tr><td>* Y</td><td>(IN)</td></tr> <tr><td>* YY</td><td>120 (IN)</td></tr> <tr><td>* Z</td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>48 (IN)</td></tr> <tr><td>* AA</td><td>(IN)</td></tr> <tr><td>* BB</td><td>(IN)</td></tr> <tr><td>* CC</td><td>(IN)</td></tr> <tr><td>* DD</td><td>5.00 (%)</td></tr> <tr><td>* EE</td><td>2.70 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF) _____ (%)</td></tr> </tbody> </table>	"0.00" inches or %		* A	48 (IN)	* B	24 (IN)	* C	6.70 (%)	* D	6.40 (%)	* E	6.50 (%)	* F	6.40 (%)	* G	5.60 (%)	* H	3.80 (%)	* I	5.10 (%)	* J	48 (IN)	* K	6 (IN)	* L	25 (IN)	* M	51 (IN)	* N	2 (IN)	* O	18 (IN)	* P	60 (IN)	* Q	1.10 (%)	* R	1.40 (%)	* S	1.20 (%)	* T	(IN)	* U	(IN)	* V	(%)	* W	1.10 (%)	* X	(IN)	* Y	(IN)	* YY	120 (IN)	* Z	(IN)	* ZZ	48 (IN)	* AA	(IN)	* BB	(IN)	* CC	(IN)	* DD	5.00 (%)	* EE	2.70 (%)	DWS Transition Strip NO		DWS Transition Strip Slope (FF) _____ (%)	
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DWS Transition Strip Slope (FF) _____ (%)																																																																										
<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %																																																																									
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 																																																																										

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



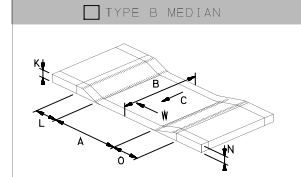
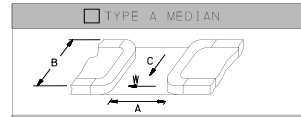
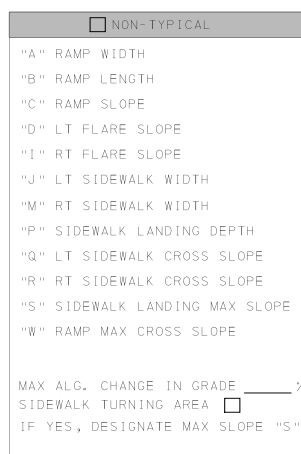
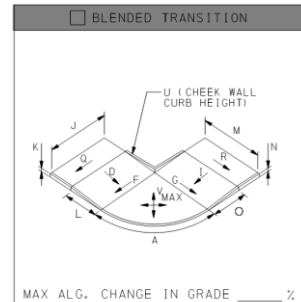
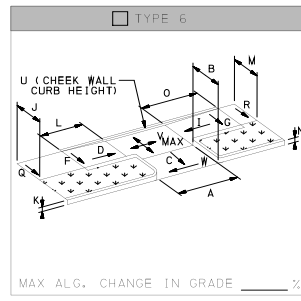
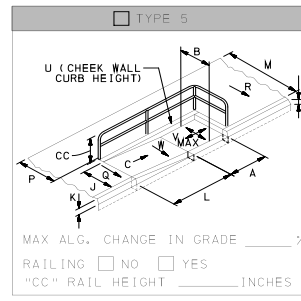
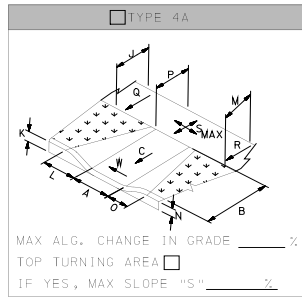
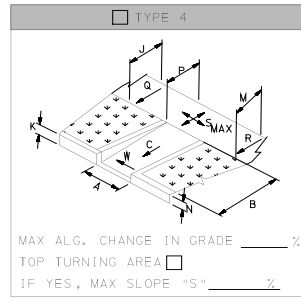
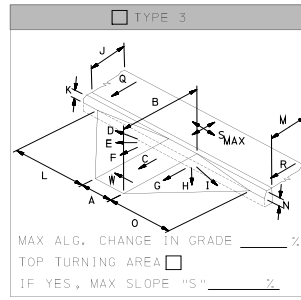
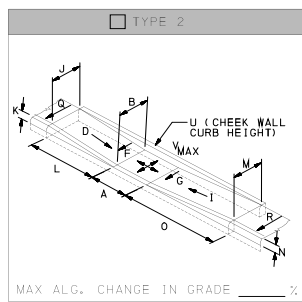
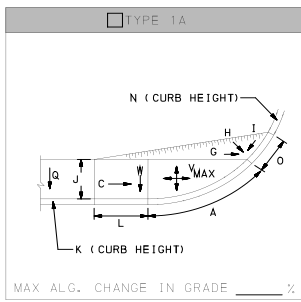
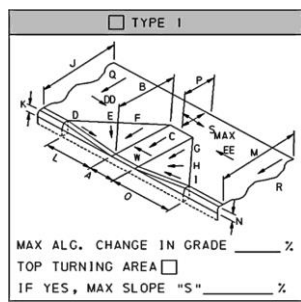
S A R e n n o a t i o n

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BTD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.70	%	0.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.4	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	EMLN	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-EMLNSt-2022-11-10-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

S A R E N O A T I O N



"0.00" inches or %		
*	A	48 (IN)
*	B	32 (IN)
*	C	4.70 (%)
*	D	2.00 (%)
*	E	4.60 (%)
*	F	4.40 (%)
*	G	4.20 (%)
*	H	2.80 (%)
*	I	1.30 (%)
*	J	48 (IN)
*	K	2 (IN)
*	L	21 (IN)
*	M	51 (IN)
*	N	3 (IN)
*	O	30 (IN)
*	P	74 (IN)
*	Q	1.10 (%)
*	R	1.40 (%)
*	S	0.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	5.00 (%)
*	EE	2.70 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A S
o ation

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.00	%	1.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.8	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	FAYETTE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E PHIL ELLENA	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Z° = Ramp Angle w/Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

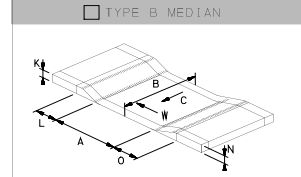
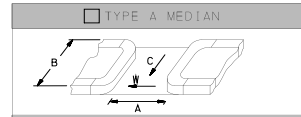
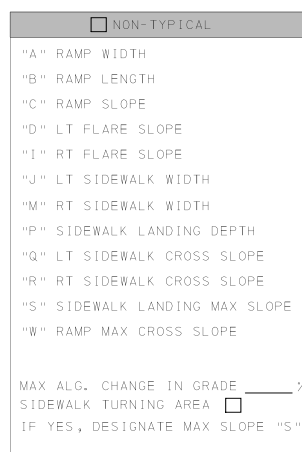
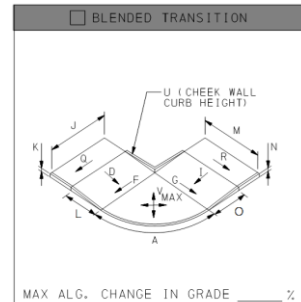
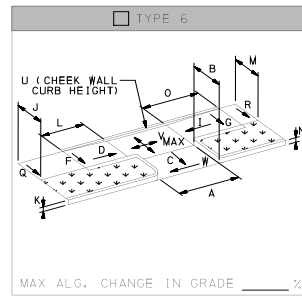
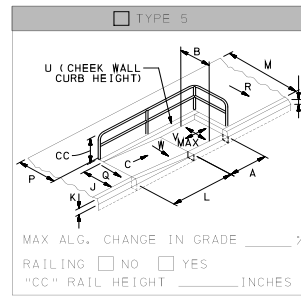
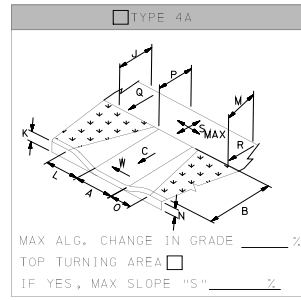
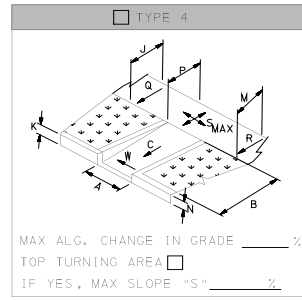
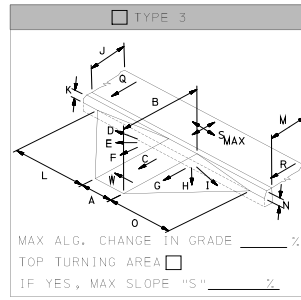
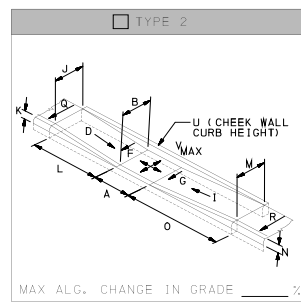
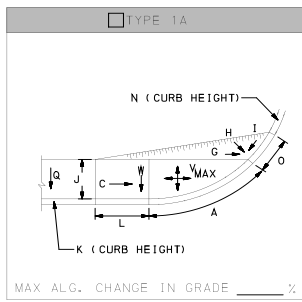
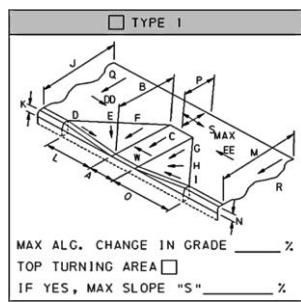
Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS



AS

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"0.00" inches or %		
*	A	48 (IN)
*	B	38 (IN)
*	C	5.80 (%)
*	D	7.00 (%)
*	E	6.70 (%)
*	F	5.90 (%)
*	G	6.50 (%)
*	H	6.10 (%)
*	I	4.60 (%)
*	J	58 (IN)
*	K	2 (IN) 1.5
*	L	43 (IN)
*	M	63 (IN)
*	N	2 (IN) 1.75
*	O	35 (IN)
*	P	54 (IN)
*	Q	0.60 (%)
*	R	0.10 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN) No bar
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	4.30 (%)
*	EE	0.90 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A S R R e n n o a t i o n
1

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue TDPS		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	4.90	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.5	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	FAYETTE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VERNON	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	FAYETTE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	VERNON	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-FAYETTES-VERNONRd-FAYETTES-VERNONRd-2022-11-10-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

A S R R enn o ation 1



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;">"0.00" inches or %</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">A</td><td style="background-color: #00FF00;">48</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">B</td><td style="background-color: #00FF00;">32</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">C</td><td style="background-color: #00FF00;">7.60</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">D</td><td style="background-color: #00FF00;">5.30</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">E</td><td style="background-color: #00FF00;">5.60</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">F</td><td style="background-color: #00FF00;">7.40</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">G</td><td style="background-color: #00FF00;">7.50</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">H</td><td style="background-color: #00FF00;">7.90</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">I</td><td style="background-color: #00FF00;">9.60</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">J</td><td style="background-color: #00FF00;">56</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">K</td><td style="background-color: #00FF00;">4</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">L</td><td style="background-color: #00FF00;">53</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">M</td><td style="background-color: #00FF00;">60</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">N</td><td style="background-color: #00FF00;">3</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">O</td><td style="background-color: #00FF00;">57</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">P</td><td style="background-color: #00FF00;">59</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">Q</td><td style="background-color: #00FF00;">1.40</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">R</td><td style="background-color: #00FF00;">0.00</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">S</td><td style="background-color: #00FF00;">1.70</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">T</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">U</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">V</td><td></td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">W</td><td style="background-color: #00FF00;">1.50</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">X</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">Y</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">YY</td><td style="background-color: #00FF00;">120</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">Z</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">ZZ</td><td style="background-color: #00FF00;">48</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">AA</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">BB</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">CC</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">DD</td><td style="background-color: #00FF00;">0.30</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">EE</td><td style="background-color: #00FF00;">5.50</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">DWS Transition Strip</td><td style="background-color: #00FF00;">NO</td><td></td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">DWS Transition Strip Slope (FF)</td><td></td><td style="background-color: #00FF00;">(%)</td></tr> </table>	*	A	48	(IN)	*	B	32	(IN)	*	C	7.60	(%)	*	D	5.30	(%)	*	E	5.60	(%)	*	F	7.40	(%)	*	G	7.50	(%)	*	H	7.90	(%)	*	I	9.60	(%)	*	J	56	(IN)	*	K	4	(IN)	*	L	53	(IN)	*	M	60	(IN)	*	N	3	(IN)	*	O	57	(IN)	*	P	59	(IN)	*	Q	1.40	(%)	*	R	0.00	(%)	*	S	1.70	(%)	*	T		(IN)	*	U		(IN)	*	V		(%)	*	W	1.50	(%)	*	X		(IN)	*	Y		(IN)	*	YY	120	(IN)	*	Z		(IN)	*	ZZ	48	(IN)	*	AA		(IN)	*	BB		(IN)	*	CC		(IN)	*	DD	0.30	(%)	*	EE	5.50	(%)	*	DWS Transition Strip	NO		*	DWS Transition Strip Slope (FF)		(%)
*	A	48		(IN)																																																																																																																																											
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*	DWS Transition Strip	NO																																																																																																																																													
*	DWS Transition Strip Slope (FF)		(%)																																																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																																																													
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																																																														
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																																																														
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																																																														

Comments ▲



A S R R enn o ation 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A S R R e n n o a t i o n
1

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.30	%	1.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.1	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	FAYETTE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VERNON	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

42"

60" MAX

120"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-FAYETTES-VERNONAve-2022-11-10-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

A S R R enn o ation 1



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;">"0.00" inches or %</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">A</td><td style="background-color: #00FF00;">48</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">B</td><td style="background-color: #00FF00;">37</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">C</td><td style="background-color: #00FF00;">6.80</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">D</td><td style="background-color: #00FF00;">8.00</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">E</td><td style="background-color: #00FF00;">7.90</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">F</td><td style="background-color: #00FF00;">6.40</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">G</td><td style="background-color: #00FF00;">7.10</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">H</td><td style="background-color: #00FF00;">6.30</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">I</td><td style="background-color: #00FF00;">5.00</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">J</td><td style="background-color: #00FF00;">57</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">K</td><td style="background-color: #00FF00;">3</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">L</td><td style="background-color: #00FF00;">31</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">M</td><td style="background-color: #00FF00;">57</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">N</td><td style="background-color: #00FF00;">2</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">O</td><td style="background-color: #00FF00;">34</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">P</td><td style="background-color: #00FF00;">60</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">Q</td><td style="background-color: #00FF00;">0.10</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">R</td><td style="background-color: #00FF00;">2.50</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">S</td><td style="background-color: #00FF00;">1.40</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">T</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">U</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">V</td><td></td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">W</td><td style="background-color: #00FF00;">0.20</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">X</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">Y</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">YY</td><td style="background-color: #00FF00;">120</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">Z</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">ZZ</td><td style="background-color: #00FF00;">48</td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">AA</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">BB</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">CC</td><td></td><td style="background-color: #00FF00;">(IN)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">DD</td><td style="background-color: #00FF00;">6.70</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">EE</td><td style="background-color: #00FF00;">3.30</td><td style="background-color: #00FF00;">(%)</td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">DWS Transition Strip</td><td style="background-color: #00FF00;">NO</td><td></td></tr> <tr><td style="background-color: #00FFFF;">*</td><td style="background-color: #00FF00;">DWS Transition Strip Slope (FF)</td><td></td><td style="background-color: #00FF00;">(%)</td></tr> </table>	*	A	48	(IN)	*	B	37	(IN)	*	C	6.80	(%)	*	D	8.00	(%)	*	E	7.90	(%)	*	F	6.40	(%)	*	G	7.10	(%)	*	H	6.30	(%)	*	I	5.00	(%)	*	J	57	(IN)	*	K	3	(IN)	*	L	31	(IN)	*	M	57	(IN)	*	N	2	(IN)	*	O	34	(IN)	*	P	60	(IN)	*	Q	0.10	(%)	*	R	2.50	(%)	*	S	1.40	(%)	*	T		(IN)	*	U		(IN)	*	V		(%)	*	W	0.20	(%)	*	X		(IN)	*	Y		(IN)	*	YY	120	(IN)	*	Z		(IN)	*	ZZ	48	(IN)	*	AA		(IN)	*	BB		(IN)	*	CC		(IN)	*	DD	6.70	(%)	*	EE	3.30	(%)	*	DWS Transition Strip	NO		*	DWS Transition Strip Slope (FF)		(%)
*	A	48		(IN)																																																																																																																																											
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*	DD	6.70	(%)																																																																																																																																												
*	EE	3.30	(%)																																																																																																																																												
*	DWS Transition Strip	NO																																																																																																																																													
*	DWS Transition Strip Slope (FF)		(%)																																																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																																																													
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																																																														
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																																																														
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																																																														

Comments ▲



A S R R enn o ation 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S R A e n n o a t i o n

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	Brian Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.10	%	2.00 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.0	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1 or Type 1A		
*North Leg	PICKERING	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	GREENWOOD	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	PICKERING	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	GREENWOOD	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

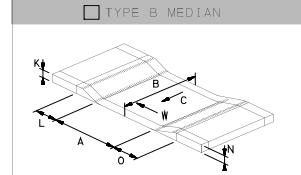
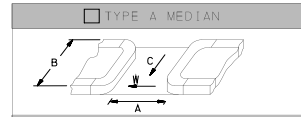
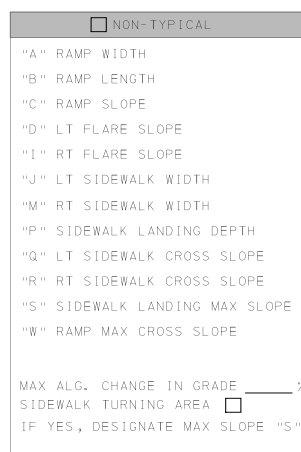
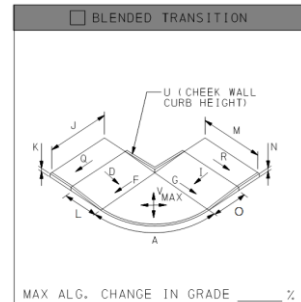
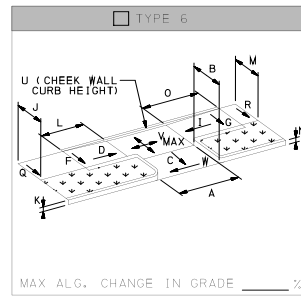
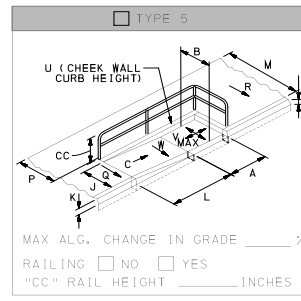
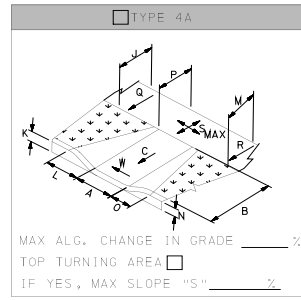
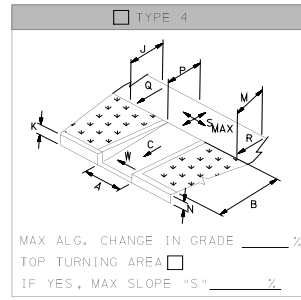
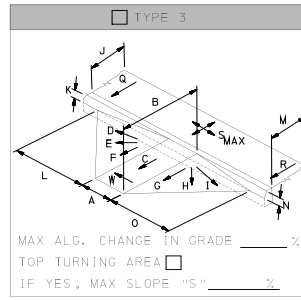
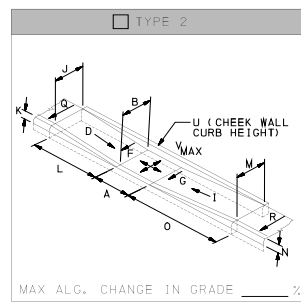
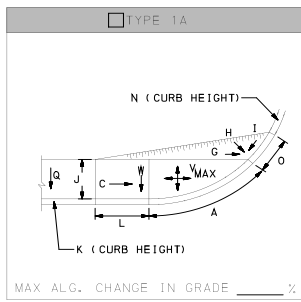
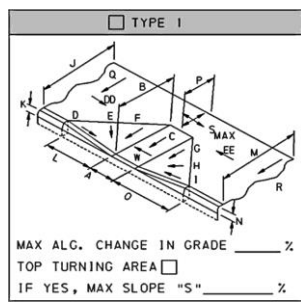
Z° = Ramp Angle w/Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PICKERINGAve-GREENWOODSt-PICKERINGAve-GREENWOODSt-2023-04-15-9-Type1orType1A
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S O A R A E N N

o ation



"0.00" inches or %		
*	A	48 (IN)
*	B	44 (IN)
*	C	4.60 (%)
*	D	3.00 (%)
*	E	3.40 (%)
*	F	4.10 (%)
*	G	2.60 (%)
*	H	4.90 (%)
*	I	3.30 (%)
*	J	62 (IN)
*	K	2 (IN)
*	L	33 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	24 (IN)
*	P	72 (IN)
*	Q	0.60 (%)
*	R	1.00 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	108 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	7.90 (%)
*	EE	0.10 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



R S R A enn o ation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S R A e n n
o a t i o n

*Date of Design (yyyy mm dd)	2023	01	30
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	5.00	%	2.70 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.2	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1 or Type 1A		
*North Leg	PICKERING	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	GREENWOOD	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	PICKERING	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	GREENWOOD	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PICKERINGAve-GREENWOODSt-PICKERINGAve-GREENWOODSt-2023-01-30-7-Type1orType1A
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S R A e n n o a t i o n

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

"0.00" inches or %	
* A	48 (IN)
* B	31 (IN)
* C	5.20 (%)
* D	10.00 (%)
* E	7.20 (%)
* F	3.30 (%)
* G	5.60 (%)
* H	6.70 (%)
* I	7.50 (%)
* J	63 (IN)
* K	2 (IN)
* L	33 (IN)
* M	60 (IN)
* N	2 (IN)
* O	28 (IN)
* P	61 (IN)
* Q	0.20 (%)
* R	0.50 (%)
* S	1.40 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	0.40 (%)
* X	(IN)
* Y	(IN)
* YY	120 (IN)
* Z	(IN)
* ZZ	999 (IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	8.10 (%)
* EE	0.90 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) (%)	

Comments ▲

10.1 with tolerance

1.25, due to conflict with utility pole

No stop bar needed

R S R A enn o ation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S O R A E N N
o a t i o n 1 2

*Date of Design (yyyy mm dd)	2022	11	10	
Designer 1	Brian Donahue Tony DePaul & Son			
Designer 2	Brian Donahue Tony DePaul & Son			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	4			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Gate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	1.00	%	1.60	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk 17 degrees		
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #	Alg Δ Grade (%)	6.2		
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	12			
*Curb Ramp Type	Type 1 or Type 1A			
*North Leg	PICKERING	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	GREENWOOD	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	PICKERING	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	GREENWOOD	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates	Latitude			
	Longitude			

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES		
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PICKERINGAve-GREENWOODSt-PICKERINGAve-GREENWOODSt-2022-11-10-12-Type1orType1A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		



R S O A E N N

o ation 12

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %		
*	A	48 (IN)
*	B	38 (IN)
*	C	5.20 (%)
*	D	1.30 (%)
*	E	3.00 (%)
*	F	4.60 (%)
*	G	3.80 (%)
*	H	2.60 (%)
*	I	3.90 (%)
*	J	60 (IN)
*	K	3 (IN)
*	L	39 (IN)
*	M	60 (IN)
*	N	2 (IN) 1.5
*	O	14 (IN)
*	P	63 (IN)
*	Q	0.04 (%)
*	R	1.40 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	108 (IN)
*	Z	(IN)
*	ZZ	999 (IN) No stop bar
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.30 (%)
*	EE	4.00 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



R S R A 12 enn o ation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S O R A E N N
o a t i o n 1

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	Brian Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	NA		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.70	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.1	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1 or Type 1A		
*North Leg	PICKERING	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	GREENWOOD	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	PICKERING	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	GREENWOOD	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PICKERINGAve-GREENWOODSt-PICKERINGAve-GREENWOODSt-2022-11-10-14-Type1orType1A
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

R S O A enn
o ation 1



<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	
<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"	
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 		

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	39 (IN)
*	C	5.40 (%)
*	D	4.70 (%)
*	E	4.80 (%)
*	F	3.70 (%)
*	G	4.90 (%)
*	H	5.00 (%)
*	I	6.60 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	15 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	43 (IN)
*	P	61 (IN)
*	Q	0.40 (%)
*	R	0.70 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	53 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.90 (%)
*	EE	4.40 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



R S R A enn o ation
1



Insert Picture 1



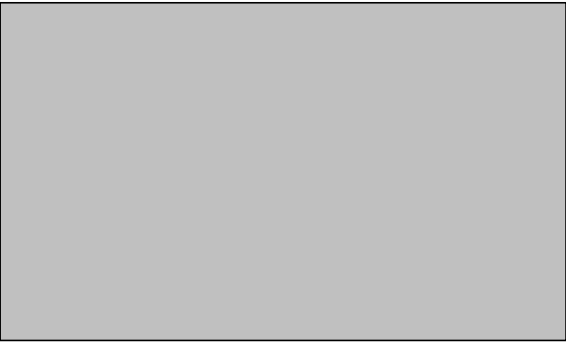
Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S O R A E N N
o a t i o n 1

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.70	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	4.4	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	PICKERING	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	GREENWOOD	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	PICKERING	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	GREENWOOD	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PICKERINGAve-GREENWOODSt-PICKERINGAve-GREENWOODSt-2022-11-10-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

R S O A E N ation 1



TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %	
* A	48 (IN)
* B	38 (IN)
* C	3.70 (%)
* D	5.50 (%)
* E	5.30 (%)
* F	3.30 (%)
* G	2.00 (%)
* H	6.30 (%)
* I	6.40 (%)
* J	60 (IN)
* K	2 (IN) 1.75
* L	53 (IN)
* M	59 (IN)
* N	4 (IN)
* O	30 (IN)
* P	60 (IN)
* Q	1.20 (%)
* R	2.00 (%)
* S	1.70 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	1.20 (%)
* X	(IN)
* Y	(IN)
* YY	120 (IN)
* Z	(IN)
* ZZ	48 (IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	4.80 (%)
* EE	0.10 (%)
DWS Transition Strip YES	
DWS Transition Strip Slope (FF) 0.80 (%)	

Comments ▲



R S R A enn o ation
1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



IVY HILL RD & MICHENER AVE, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	01	30
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	15 degrees
Turning Maneuver at Top of Ramp (Smax)	YES Comments:		
ECMS #	Alg Δ Grade (%)	5.5	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg		(segment)	(offset)
*North Leg Desc.			
*East Leg	IVY HILL	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	MICHENER	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	IVY HILL	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES		
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-IVYHILLRd-MICHENERAve-IVYHILLRd-2023-01-30-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		



IVY HILL RD & MICHENER AVE, PennDOT
Location ID # 17

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	32 (IN)
*	C	4.50 (%)
*	D	2.80 (%)
*	E	1.90 (%)
*	F	1.40 (%)
*	G	5.70 (%)
*	H	6.70 (%)
*	I	8.00 (%)
*	J	58 (IN)
*	K	2 (IN) 1.25" - not flush
*	L	24 (IN)
*	M	56 (IN)
*	N	2 (IN)
*	O	31 (IN)
*	P	48 (IN)
*	Q	1.00 (%)
*	R	2.00 (%)
*	S	0.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.00 (%)
*	EE	0.20 (%)
DWS Transition Strip		NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R R e n n o a t i o n

1

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.60	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk 17 degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	5.8	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	(segment)	(offset)	
*North Leg Desc.			
*East Leg	IVY HILL	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	TEMPLE	(segment)	(offset)
*South Leg Desc.	Rd		
*West Leg	IVY HILL	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-IVYHILLRd-TEMPLERd-IVYHILLRd-2023-04-15-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R e n n o t a t i o n

1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>		

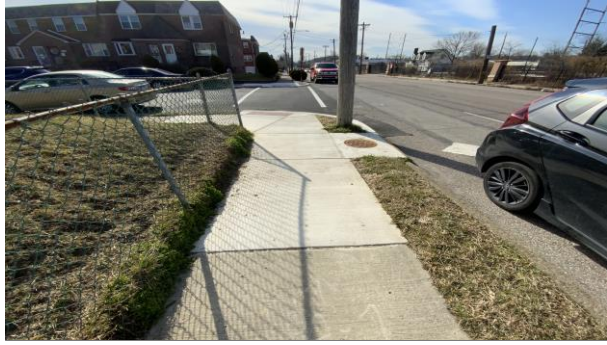
"0.00" inches or %		
*	A	48 (IN)
*	B	37 (IN)
*	C	5.20 (%)
*	D	4.00 (%)
*	E	6.60 (%)
*	F	4.90 (%)
*	G	5.10 (%)
*	H	999 (%)
*	I	999 (%)
*	J	58 (IN)
*	K	2 (IN)
*	L	28 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	15 (IN)
*	P	59 (IN)
*	Q	1.10 (%)
*	R	1.10 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.70 (%)
*	EE	0.60 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲

Grass
Grass
Grass
No bar



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	0.60	%	0.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	5.2	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	WYNCOTE	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	67TH	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	WYNCOTE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	67TH	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX
42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z°

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X% -Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

Algebraic Difference

X% Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-WYNCOTEAve-67THSt-WYNCOTES-67THSt-2023-04-15-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>

"0.00" inches or %		
*	A	48 (IN)
*	B	36 (IN)
*	C	3.20 (%)
*	D	4.50 (%)
*	E	4.30 (%)
*	F	3.70 (%)
*	G	3.60 (%)
*	H	3.10 (%)
*	I	3.20 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	50 (IN)
*	M	61 (IN)
*	N	2 (IN)
*	O	50 (IN)
*	P	69 (IN)
*	Q	1.10 (%)
*	R	1.70 (%)
*	S	1.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) No walk
*	Z	(IN)
*	ZZ	999 (IN) No bar
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.20 (%)
*	EE	2.10 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



A 1 enn o ation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



RA R R R enn
o ation 1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>42 (IN)</td></tr> <tr><td>*</td><td>C</td><td>4.10 (%)</td></tr> <tr><td>*</td><td>D</td><td>4.00 (%)</td></tr> <tr><td>*</td><td>E</td><td>4.80 (%)</td></tr> <tr><td>*</td><td>F</td><td>4.50 (%)</td></tr> <tr><td>*</td><td>G</td><td>3.30 (%)</td></tr> <tr><td>*</td><td>H</td><td>3.90 (%)</td></tr> <tr><td>*</td><td>I</td><td>5.10 (%)</td></tr> <tr><td>*</td><td>J</td><td>61 (IN)</td></tr> <tr><td>*</td><td>K</td><td>2 (IN)</td></tr> <tr><td>*</td><td>L</td><td>34 (IN)</td></tr> <tr><td>*</td><td>M</td><td>60 (IN)</td></tr> <tr><td>*</td><td>N</td><td>2 (IN)</td></tr> <tr><td>*</td><td>O</td><td>31 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>S</td><td>0.60 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>0.40 (%)</td></tr> <tr><td>*</td><td>EE</td><td>1.90 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			*	A	48 (IN)	*	B	42 (IN)	*	C	4.10 (%)	*	D	4.00 (%)	*	E	4.80 (%)	*	F	4.50 (%)	*	G	3.30 (%)	*	H	3.90 (%)	*	I	5.10 (%)	*	J	61 (IN)	*	K	2 (IN)	*	L	34 (IN)	*	M	60 (IN)	*	N	2 (IN)	*	O	31 (IN)	*	P	48 (IN)	*	Q	1.50 (%)	*	R	1.80 (%)	*	S	0.60 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	0.40 (%)	*	EE	1.90 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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DWS Transition Strip Slope (FF)		(%)																																																																																																												

Comments ▲



2 S A E N N O A T I O N 1

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.00	%	1.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	5.0	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	N 20TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	67TH	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 20TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	67TH	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-N20THSt-67THSt-N20THSt-67THSt-2022-11-10-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



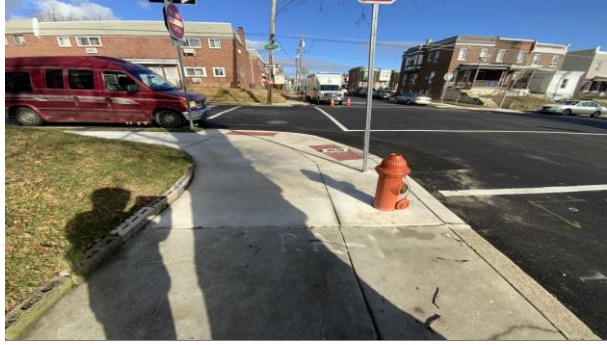
2 S A 1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #e0e0e0;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>44 (IN)</td></tr> <tr><td>*</td><td>C</td><td>4.00 (%)</td></tr> <tr><td>*</td><td>D</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>E</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>F</td><td>2.40 (%)</td></tr> <tr><td>*</td><td>G</td><td>4.30 (%)</td></tr> <tr><td>*</td><td>H</td><td>3.60 (%)</td></tr> <tr><td>*</td><td>I</td><td>8.00 (%)</td></tr> <tr><td>*</td><td>J</td><td>60 (IN)</td></tr> <tr><td>*</td><td>K</td><td>2 (IN)</td></tr> <tr><td>*</td><td>L</td><td>45 (IN)</td></tr> <tr><td>*</td><td>M</td><td>61 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>28 (IN)</td></tr> <tr><td>*</td><td>P</td><td>59 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>3.30 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>S</td><td>2.00 (%) 1.5</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(IN)</td></tr> <tr><td>*</td><td>W</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>150 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>EE</td><td>4.50 (%)</td></tr> <tr><td colspan="2" style="background-color: #e0e0e0;">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2" style="background-color: #e0e0e0;">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	44 (IN)	*	C	4.00 (%)	*	D	2.00 (%)	*	E	1.40 (%)	*	F	2.40 (%)	*	G	4.30 (%)	*	H	3.60 (%)	*	I	8.00 (%)	*	J	60 (IN)	*	K	2 (IN)	*	L	45 (IN)	*	M	61 (IN)	*	N	3 (IN)	*	O	28 (IN)	*	P	59 (IN)	*	Q	3.30 (%)	*	R	1.50 (%)	*	S	2.00 (%) 1.5	*	T	(IN)	*	U	(IN)	*	V	(IN)	*	W	1.50 (%)	*	X	(IN)	*	Y	(IN)	*	YY	150 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	2.00 (%)	*	EE	4.50 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																													

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



PICKERING AVE & VERNON RD, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.00	%	1.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES Comments:		
ECMS #	Alg Δ Grade (%)	7.5	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1 or Type 1A		
*North Leg	PICKERING	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	VERNON	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	PICKERING	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	VERNON	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		

	<p>Ramp Angle w\Crosswalk</p> <p>Z° = Ramp Angle w\Crosswalk</p>
	<p>Algebraic Difference</p> <p>Algebraic Difference = X% - (-Y%)</p> <p>Algebraic Difference = X% - Y%</p>

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PICKERINGAve-VERNONRd-PICKERINGAve-VERNONRd-2022-11-10-2-Type1orType1A
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



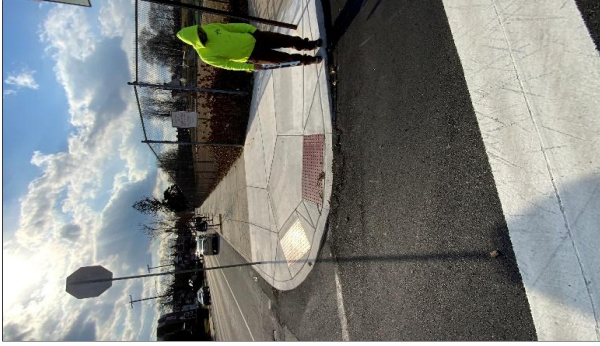
PICKERING AVE & VERNON RD, PennDOT
Location ID # 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p>		
<p><input type="checkbox"/> TYPE B MEDIAN</p>		

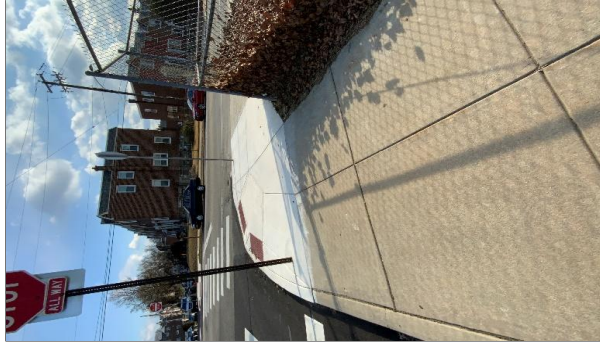
"0.00" inches or %		
*	A	48 (IN)
*	B	40 (IN)
*	C	7.80 (%)
*	D	6.90 (%)
*	E	7.60 (%)
*	F	7.00 (%)
*	G	6.00 (%)
*	H	7.30 (%)
*	I	8.80 (%)
*	J	101 (IN)
*	K	4 (IN)
*	L	43 (IN)
*	M	59 (IN)
*	N	2 (IN) 1.25, not flush
*	O	20 (IN)
*	P	58 (IN)
*	Q	2.50 (%)
*	R	0.40 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.00 (%)
*	EE	6.80 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲

PICKERING AVE & VERNON RD, PennDOT Location ID # 2



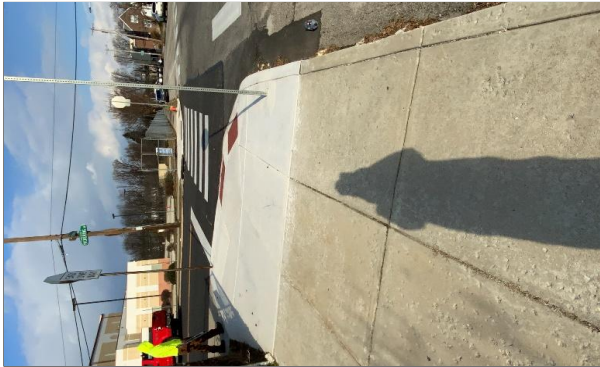
Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



PICKERING AVE & VERNON RD, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	Brian Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.10	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	18 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	4.4	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	PICKERING	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	VERNON	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	PICKERING	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	VERNON	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



PICKERING AVE & VERNON RD, PennDOT Location ID # 7

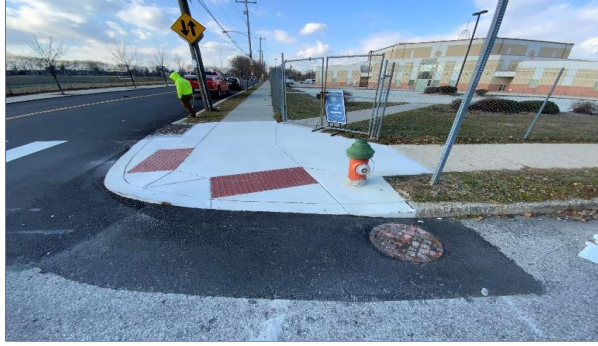
<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	31 (IN)
*	C	3.30 (%)
*	D	9.40 (%)
*	E	6.60 (%)
*	F	2.20 (%)
*	G	3.40 (%)
*	H	5.10 (%)
*	I	7.90 (%)
*	J	58 (IN)
*	K	2 (IN)
*	L	29 (IN)
*	M	61 (IN)
*	N	2 (IN)
*	O	31 (IN)
*	P	62 (IN)
*	Q	2.00 (%)
*	R	1.40 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) City to follow up with Pavement M
*	ZZ	999 (IN) City to follow up with Pavement M
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.20 (%)
*	EE	1.90 (%)
	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



PICKERING AVE & VERNON RD, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	4.7	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1 or Type 1A		
*North Leg	PICKERING	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	VERNON	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	PICKERING	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	VERNON	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



PICKERING AVE & VERNON RD, PennDOT
Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	

Comments ▲

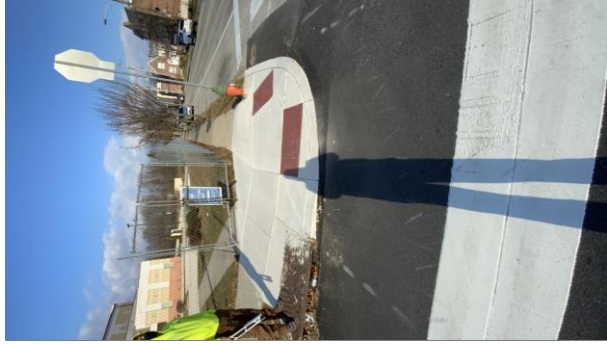
"0.00" inches or %		
*	A	48 (IN)
*	B	41 (IN)
*	C	4.00 (%)
*	D	8.00 (%)
*	E	4.50 (%)
*	F	2.60 (%)
*	G	2.40 (%)
*	H	999 (%)
*	I	2.50 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	35 (IN)
*	M	60 (IN)
*	N	3 (IN)
*	O	25 (IN)
*	P	58 (IN)
*	Q	2.00 (%)
*	R	1.80 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.50 (%)
*	EE	4.20 (%)
	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Hydrant in flare

PICKERING AVE & VERNON RD, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



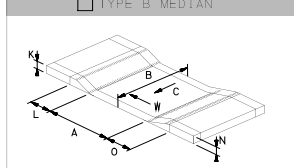
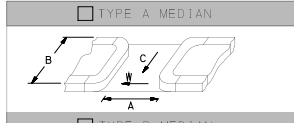
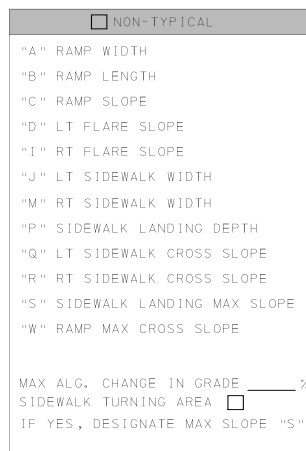
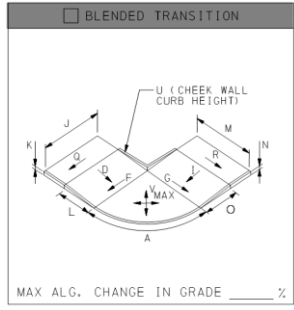
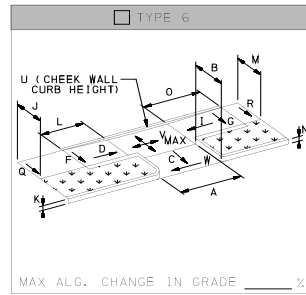
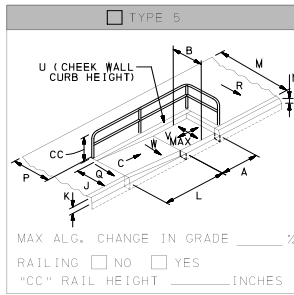
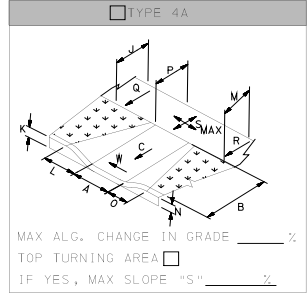
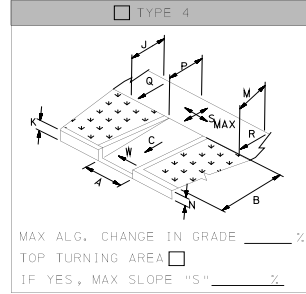
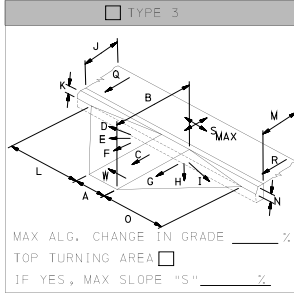
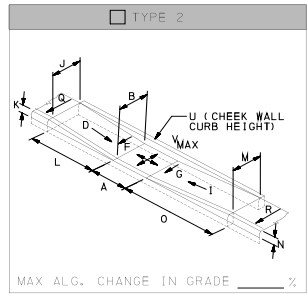
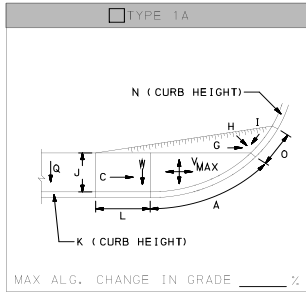
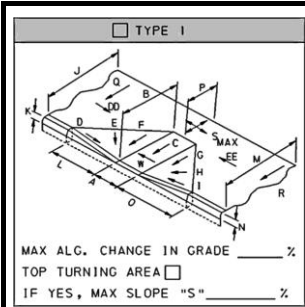
PICKERING AVE & VERNON RD, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.70 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES Comments:		
ECMS #	Alg Δ Grade (%)	4.3	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1 or Type 1A		
*North Leg	PICKERING	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	VERNON	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	PICKERING	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	VERNON	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PICKERINGAve-VERNONRd-PICKERINGAve-VERNONRd-2022-11-10-12-Type1orType1A
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



PICKERING AVE & VERNON RD, PennDOT
Location ID # 12



"0.00" inches or %		
*	A	48 (IN)
*	B	26 (IN)
*	C	2.80 (%)
*	D	4.10 (%)
*	E	4.90 (%)
*	F	3.00 (%)
*	G	2.40 (%)
*	H	1.20 (%)
*	I	0.80 (%)
*	J	56 (IN)
*	K	3 (IN)
*	L	35 (IN)
*	M	60 (IN)
*	N	2 (IN) accept 1.0, not flush
*	O	30 (IN)
*	P	63 (IN)
*	Q	0.30 (%)
*	R	2.50 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN) No bar
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	5.70 (%)
*	EE	1.70 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



PICKERING AVE & VERNON RD, PennDOT
Location ID # 19

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.10	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	4.1	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1 or Type 1A		
*North Leg	PICKERING	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	VERNON	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	PICKERING	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	VERNON	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		

<p>Ramp Angle w\Crosswalk</p> <p>Z° = Ramp Angle w\Crosswalk</p>	<p>Algebraic Difference</p> <p>Algebraic Difference = X% - (-Y%)</p>

<p>Northbound</p> <p>ACCESSIBLE PUSH BUTTONS</p> <p>120" MIN</p> <p>120" MAX</p> <p>42"</p> <p>60" MAX</p> <p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>	<p>Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work</p> <p>YES</p>
<p>Push Button Turning Area - Max Slope (%)</p> <p>Comments:</p>	
<p>Accessible Push Buttons</p> <p>N/A</p>	
<p>Sketch Used To Collect Field Information</p> <p>No</p>	
<p>Asset # (auto)</p> <p>C-06-101-60000-PICKERINGAve-VERNONRd-PICKERINGAve-VERNONRd-2022-11-10-19-Type1orType1A</p>	
<p>Status</p> <p>Current</p>	
<p>Archive Ramp at location #:</p> <p>N/A</p>	
<p>Level of Service</p> <p>Meets RC-67M</p>	



PICKERING AVE & VERNON RD, PennDOT
Location ID # 19

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	40 (IN)
*	C	3.00 (%)
*	D	2.20 (%)
*	E	1.00 (%)
*	F	1.00 (%)
*	G	0.80 (%)
*	H	1.40 (%)
*	I	2.50 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	38 (IN)
*	M	57 (IN)
*	N	2 (IN)
*	O	32 (IN)
*	P	84 (IN)
*	Q	0.70 (%)
*	R	0.70 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.10 (%)
*	EE	2.20 (%)
	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



ROUMFORT RD & TEMPLE RD, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	6.40	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.2	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	TEMPLE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	ROUMFORT	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	TEMPLE	(segment)	(offset)
*South Leg Desc.	Rd		
*West Leg	ROUMFORT	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-TEMPLERd-ROUMFORTAve-TEMPLERd-ROUMFORTAve-2022-11-10-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



ROUMFORT RD & TEMPLE RD, PennDOT Location ID # 7

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>35 (IN)</td></tr> <tr><td>*</td><td>C</td><td>5.80 (%)</td></tr> <tr><td>*</td><td>D</td><td>8.20 (%)</td></tr> <tr><td>*</td><td>E</td><td>7.50 (%)</td></tr> <tr><td>*</td><td>F</td><td>5.90 (%)</td></tr> <tr><td>*</td><td>G</td><td>5.20 (%)</td></tr> <tr><td>*</td><td>H</td><td>4.00 (%)</td></tr> <tr><td>*</td><td>I</td><td>4.40 (%)</td></tr> <tr><td>*</td><td>J</td><td>61 (IN)</td></tr> <tr><td>*</td><td>K</td><td>4 (IN)</td></tr> <tr><td>*</td><td>L</td><td>46 (IN)</td></tr> <tr><td>*</td><td>M</td><td>58 (IN)</td></tr> <tr><td>*</td><td>N</td><td>2 (IN)</td></tr> <tr><td>*</td><td>O</td><td>42 (IN)</td></tr> <tr><td>*</td><td>P</td><td>64 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.70 (%)</td></tr> <tr><td>*</td><td>R</td><td>0.50 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.30 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.50 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>2.80 (%)</td></tr> <tr><td>*</td><td>EE</td><td>2.60 (%)</td></tr> <tr><td colspan="2" style="text-align: center;">DWS Transition Strip</td><td style="text-align: center;">NO</td></tr> <tr><td colspan="2" style="text-align: center;">DWS Transition Strip Slope (FF)</td><td style="text-align: center;">(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	35 (IN)	*	C	5.80 (%)	*	D	8.20 (%)	*	E	7.50 (%)	*	F	5.90 (%)	*	G	5.20 (%)	*	H	4.00 (%)	*	I	4.40 (%)	*	J	61 (IN)	*	K	4 (IN)	*	L	46 (IN)	*	M	58 (IN)	*	N	2 (IN)	*	O	42 (IN)	*	P	64 (IN)	*	Q	1.70 (%)	*	R	0.50 (%)	*	S	1.30 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.50 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	2.80 (%)	*	EE	2.60 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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Comments ▲

ROUMFORT RD & TEMPLE RD, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



ROUMFORT RD & WILLIAMS AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.1	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	WILLIAMS	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	ROUMFORT	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	WILLIAMS	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	ROUMFORT	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		

$Z^\circ = \text{Ramp Angle w/Crosswalk}$

Algebraic Difference = $X\% - (-Y\%)$

Algebraic Difference = $X\% - Y\%$

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-WILLIAMS Ave-ROUMFORT Rd-WILLIAMS Ave-ROUMFORT Rd-2022-11-10-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



ROUMFORT RD & WILLIAMS AVE, PennDOT
Location ID # 7

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #f2f2f2;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>* A</td><td style="background-color: #00ff00;">48</td><td>(IN)</td></tr> <tr><td>* B</td><td style="background-color: #00ff00;">27</td><td>(IN)</td></tr> <tr><td>* C</td><td style="background-color: #00ff00;">5.90</td><td>(%)</td></tr> <tr><td>* D</td><td style="background-color: #00ff00;">6.90</td><td>(%)</td></tr> <tr><td>* E</td><td style="background-color: #00ff00;">6.40</td><td>(%)</td></tr> <tr><td>* F</td><td style="background-color: #00ff00;">7.10</td><td>(%)</td></tr> <tr><td>* G</td><td style="background-color: #00ff00;">4.90</td><td>(%)</td></tr> <tr><td>* H</td><td style="background-color: #00ff00;">7.90</td><td>(%)</td></tr> <tr><td>* I</td><td style="background-color: #00ff00;">6.80</td><td>(%)</td></tr> <tr><td>* J</td><td style="background-color: #00ff00;">58</td><td>(IN)</td></tr> <tr><td>* K</td><td style="background-color: #00ff00;">3</td><td>(IN)</td></tr> <tr><td>* L</td><td style="background-color: #00ff00;">23</td><td>(IN)</td></tr> <tr><td>* M</td><td style="background-color: #00ff00;">89</td><td>(IN)</td></tr> <tr><td>* N</td><td style="background-color: #00ff00;">2</td><td>(IN)</td></tr> <tr><td>* O</td><td style="background-color: #00ff00;">20</td><td>(IN)</td></tr> <tr><td>* P</td><td style="background-color: #00ff00;">61</td><td>(IN)</td></tr> <tr><td>* Q</td><td style="background-color: #00ff00;">2.00</td><td>(%)</td></tr> <tr><td>* R</td><td style="background-color: #ffff00;">2.30</td><td>(%)</td></tr> <tr><td>* S</td><td style="background-color: #00ff00;">1.50</td><td>(%)</td></tr> <tr><td>* T</td><td></td><td>(IN)</td></tr> <tr><td>* U</td><td></td><td>(IN)</td></tr> <tr><td>* V</td><td></td><td>(%)</td></tr> <tr><td>* W</td><td style="background-color: #00ff00;">0.80</td><td>(%)</td></tr> <tr><td>* X</td><td></td><td>(IN)</td></tr> <tr><td>* Y</td><td></td><td>(IN)</td></tr> <tr><td>* YY</td><td style="background-color: #00ff00;">120</td><td>(IN)</td></tr> <tr><td>* Z</td><td></td><td>(IN)</td></tr> <tr><td>* ZZ</td><td style="background-color: #00ff00;">48</td><td>(IN)</td></tr> <tr><td>* AA</td><td></td><td>(IN)</td></tr> <tr><td>* BB</td><td></td><td>(IN)</td></tr> <tr><td>* CC</td><td></td><td>(IN)</td></tr> <tr><td>* DD</td><td style="background-color: #00ff00;">2.70</td><td>(%)</td></tr> <tr><td>* EE</td><td style="background-color: #00ff00;">3.80</td><td>(%)</td></tr> <tr style="background-color: #00ff00;"><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr style="background-color: #00ff00;"><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			* A	48	(IN)	* B	27	(IN)	* C	5.90	(%)	* D	6.90	(%)	* E	6.40	(%)	* F	7.10	(%)	* G	4.90	(%)	* H	7.90	(%)	* I	6.80	(%)	* J	58	(IN)	* K	3	(IN)	* L	23	(IN)	* M	89	(IN)	* N	2	(IN)	* O	20	(IN)	* P	61	(IN)	* Q	2.00	(%)	* R	2.30	(%)	* S	1.50	(%)	* T		(IN)	* U		(IN)	* V		(%)	* W	0.80	(%)	* X		(IN)	* Y		(IN)	* YY	120	(IN)	* Z		(IN)	* ZZ	48	(IN)	* AA		(IN)	* BB		(IN)	* CC		(IN)	* DD	2.70	(%)	* EE	3.80	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Comments ▲



ROUMFORT RD & WILLIAMS AVE, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



ROUMFORT RD & WILLIAMS AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Brian Donahue Tony DePaul & Son		
Designer 2	BD TDPS		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.00	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	3.6	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	WILLIAMS	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	ROUMFORT	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	WILLIAMS	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	ROUMFORT	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		

$Z^\circ = \text{Ramp Angle w/Crosswalk}$

Algebraic Difference = $X\% - (-Y\%)$

Algebraic Difference = $X\% - Y\%$

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-WILLIAMS Ave-ROUMFORT Rd-WILLIAMS Ave-ROUMFORT Rd-2022-11-10-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



ROUMFORT RD & WILLIAMS AVE, PennDOT
Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																													
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																													
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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R S RR S enn o ation
2

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.50	%	1.90 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	20 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	BATTERSBY	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	BATTERSBY	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

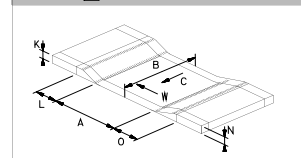
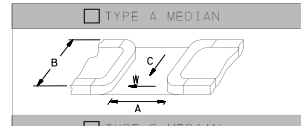
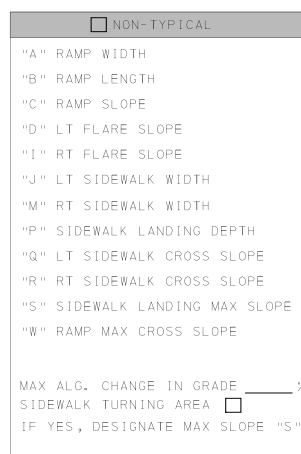
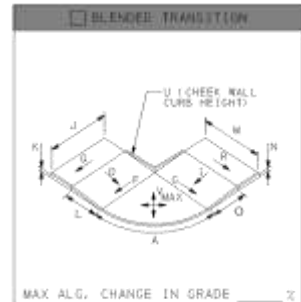
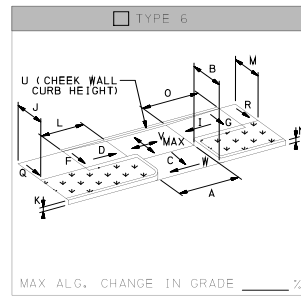
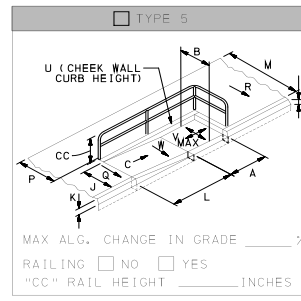
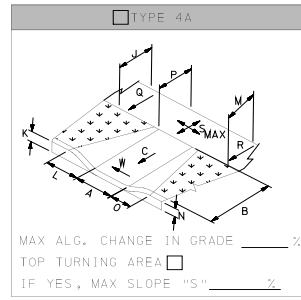
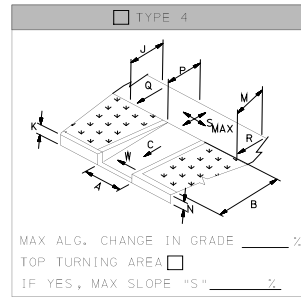
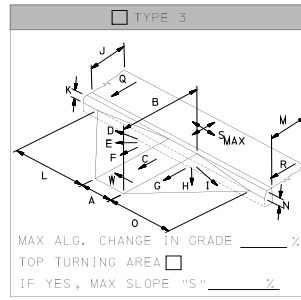
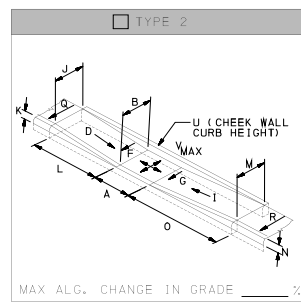
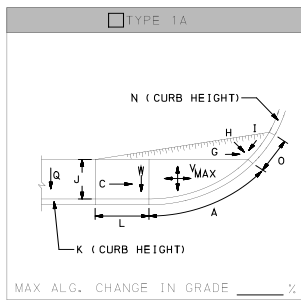
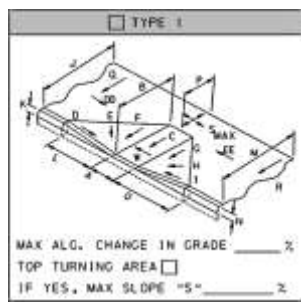
120" MIN
120" MAX
60" MAX
42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BATTERSBYS-KNORRSt-BATTERSBYS-KNORRSt-2023-01-10-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A R S S R R S e n n o a t i o n
2



"0.00" inches or %		
*	A	48 (IN)
*	B	49 (IN)
*	C	6.20 (%)
*	D	2.30 (%)
*	E	5.20 (%)
*	F	6.70 (%)
*	G	6.70 (%)
*	H	7.50 (%)
*	I	5.70 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	39 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	28 (IN)
*	P	54 (IN)
*	Q	1.40 (%)
*	R	0.40 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	100 (IN)
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.00 (%)
*	EE	4.20 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



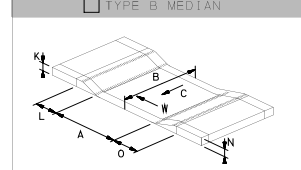
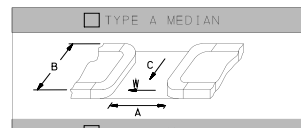
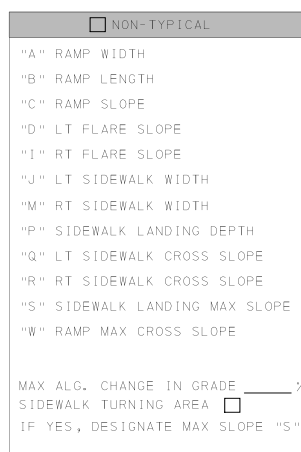
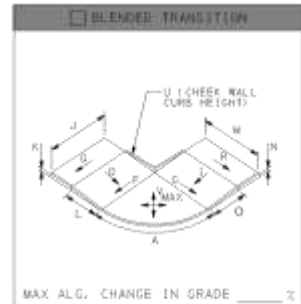
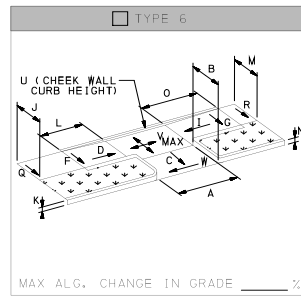
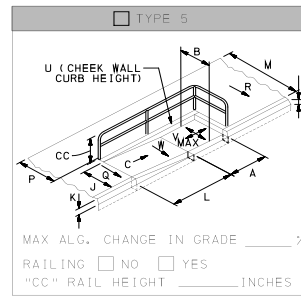
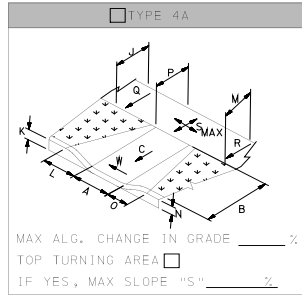
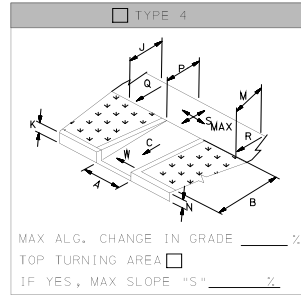
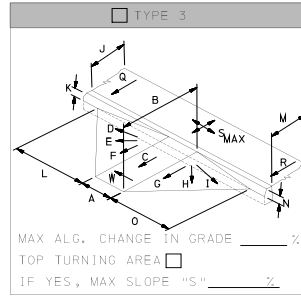
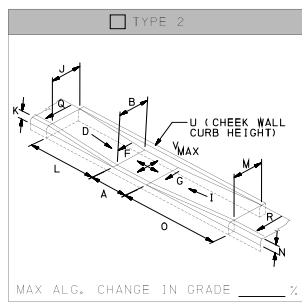
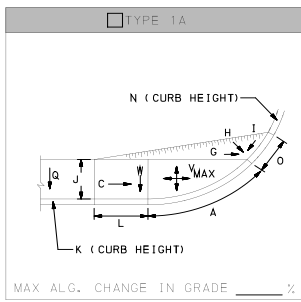
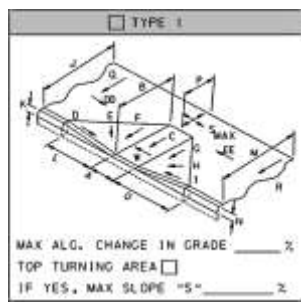
*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.80 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	19 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	BATTERSBY	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	BATTERSBY	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BATTERSBYS-KNORRSt-BATTERSBYS-KNORRSt-2023-01-10-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



"0.00" inches or %		
*	A	48 (IN)
*	B	52 (IN)
*	C	3.50 (%)
*	D	1.10 (%)
*	E	2.30 (%)
*	F	3.40 (%)
*	G	3.30 (%)
*	H	999 (%)
*	I	8.50 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	23 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	34 (IN)
*	P	55 (IN)
*	Q	0.10 (%)
*	R	0.30 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.00 (%)
*	EE	4.20 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲

Cannot be calculated



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.20	%	1.20 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	18 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	BATTERSBY	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	BATTERSBY	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX
42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X% -Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X% Y%

Ramp Slope Longitudinal Slope of Crosswalk

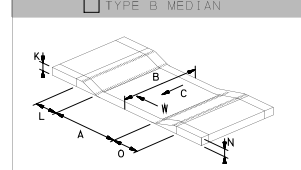
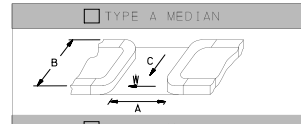
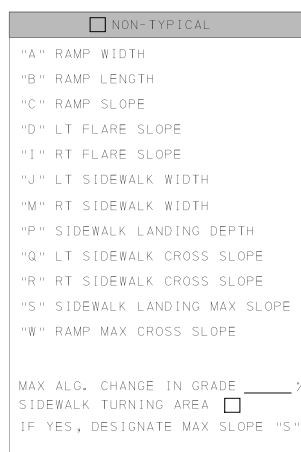
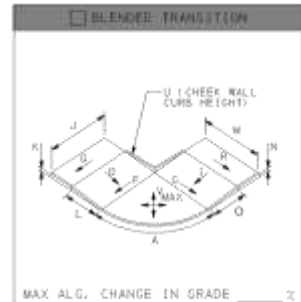
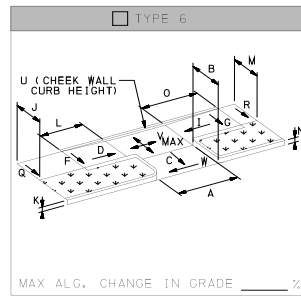
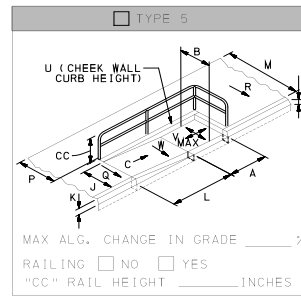
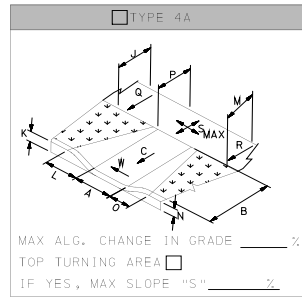
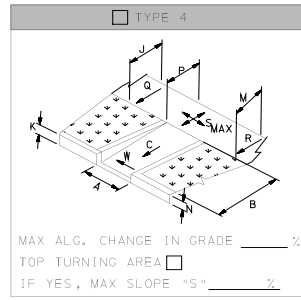
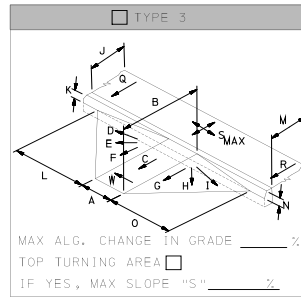
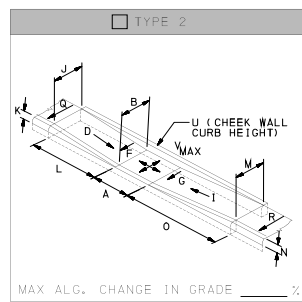
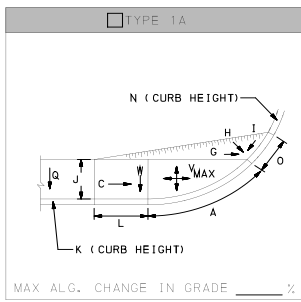
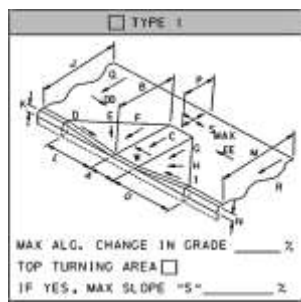
Depressed Curb

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BATTERSBYS-KNORRSt-BATTERSBYS-KNORRSt-2023-01-10-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A R S S R R S e n n o a t i o n



"0.00" inches or %		
*	A	48 (IN)
*	B	34 (IN)
*	C	6.70 (%)
*	D	3.20 (%)
*	E	5.70 (%)
*	F	7.10 (%)
*	G	6.00 (%)
*	H	7.50 (%)
*	I	7.90 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	3 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	28 (IN)
*	P	57 (IN)
*	Q	1.60 (%)
*	R	1.60 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.20 (%)
*	EE	2.20 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R S R R S e n n o a t i o n

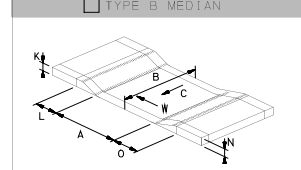
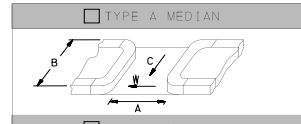
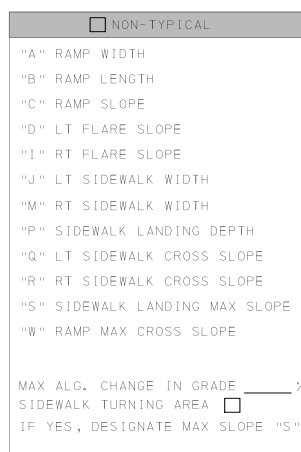
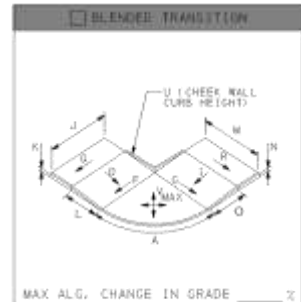
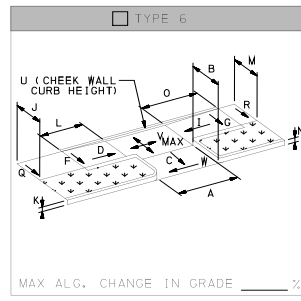
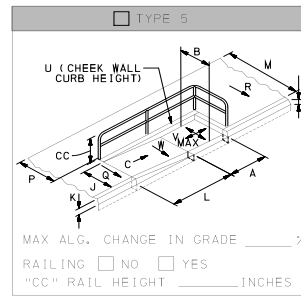
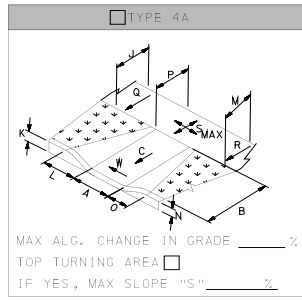
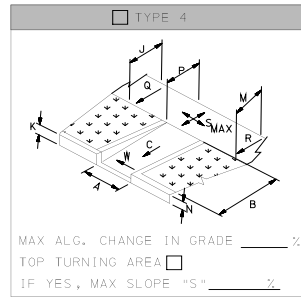
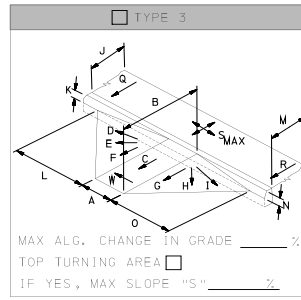
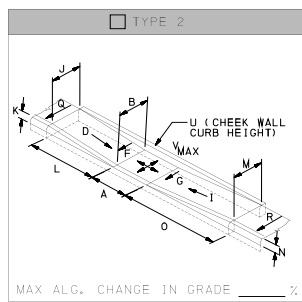
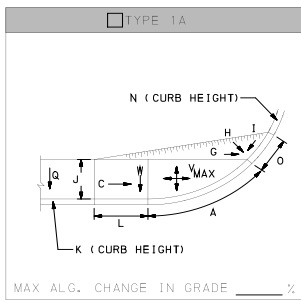
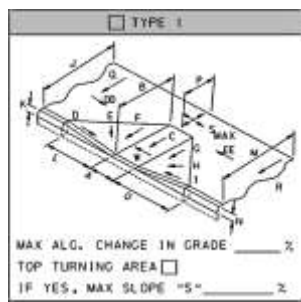
*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	18 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.0	
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	BATTERSBY	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	BATTERSBY	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BATTERSBYS-KNORRSt-BATTERSBYS-KNORRSt-2023-01-05-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



"0.00" inches or %		
*	A	48 (IN)
*	B	43 (IN)
*	C	6.00 (%)
*	D	7.90 (%)
*	E	8.20 (%)
*	F	7.50 (%)
*	G	7.40 (%)
*	H	7.20 (%)
*	I	3.80 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	36 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	26 (IN)
*	P	64 (IN)
*	Q	0.30 (%)
*	R	0.90 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.20 (%)
*	EE	2.20 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		5.00 (%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	5.00	%	1.80 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	18 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	BATTERSBY	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	BATTERSBY	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX
42"

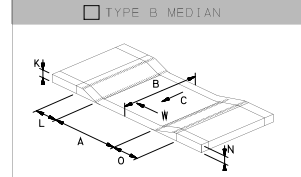
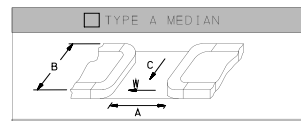
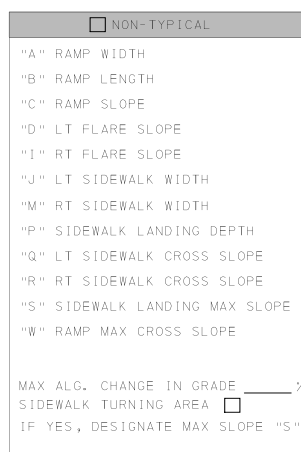
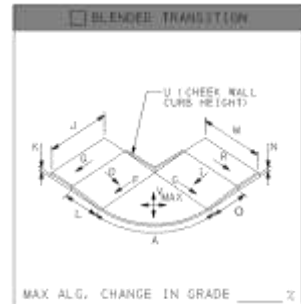
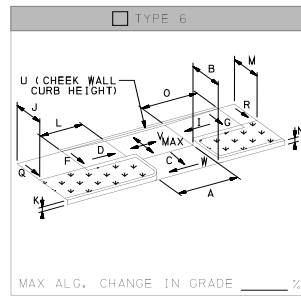
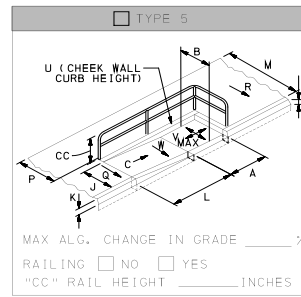
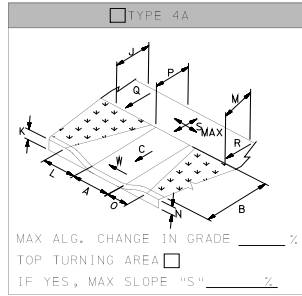
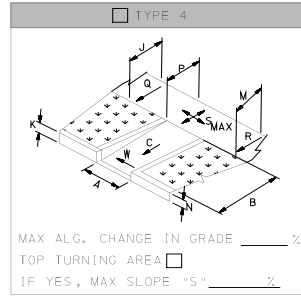
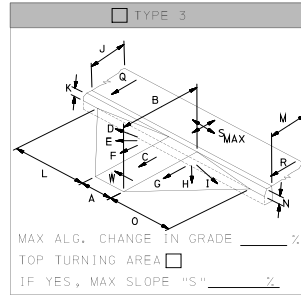
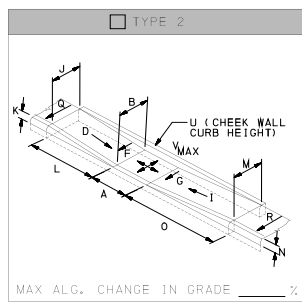
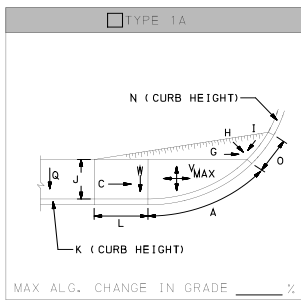
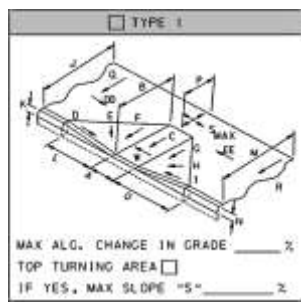
DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BATTERSBYSI-KNORRSt-BATTERSBYSI-KNORRSt-2023-01-09-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A R S S

RR S enn o ation
12



"0.00" inches or %		
*	A	48 (IN)
*	B	43 (IN)
*	C	3.20 (%)
*	D	5.20 (%)
*	E	4.80 (%)
*	F	4.30 (%)
*	G	4.90 (%)
*	H	1.80 (%)
*	I	0.60 (%)
*	J	88 (IN)
*	K	2 (IN) 1.25, not flush
*	L	34 (IN)
*	M	88 (IN)
*	N	2 (IN)
*	O	34 (IN)
*	P	50 (IN)
*	Q	0.80 (%)
*	R	0.80 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	100 (IN)
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.20 (%)
*	EE	2.40 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		2.00 (%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R S R R S e n n o a t i o n
1

*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.50	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	14 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	BATTERSBY	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	BATTERSBY	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

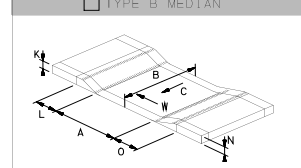
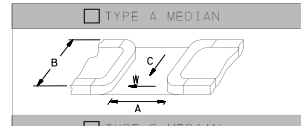
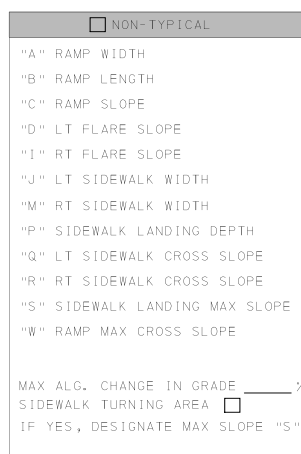
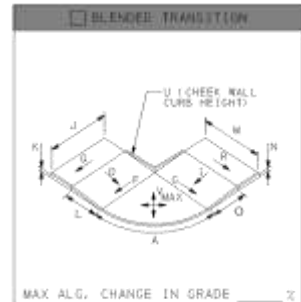
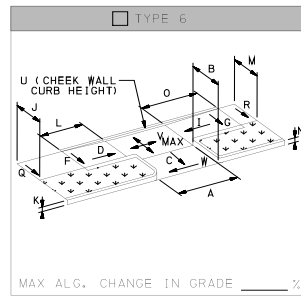
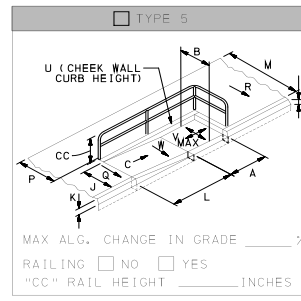
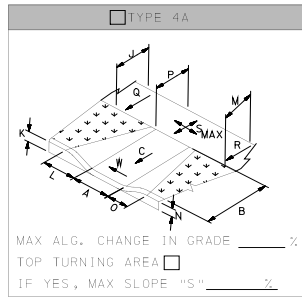
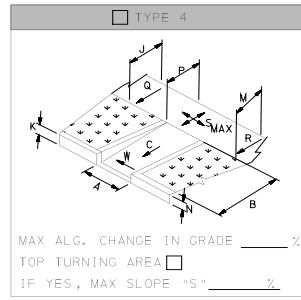
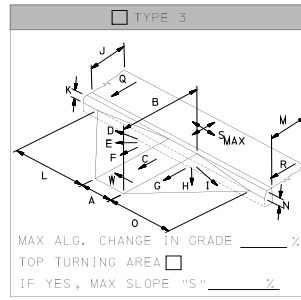
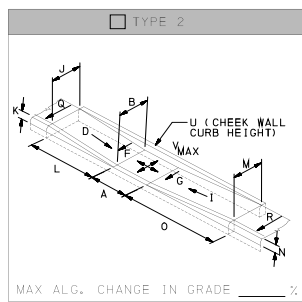
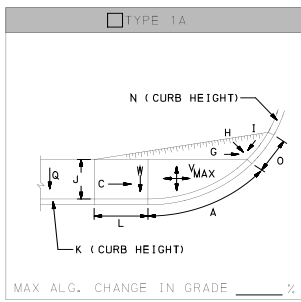
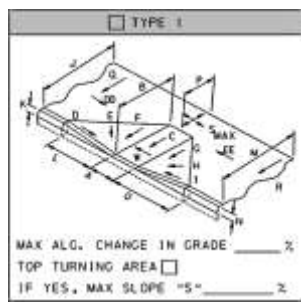
Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BATTERSBYS-KNORRSt-BATTERSBYS-KNORRSt-2023-01-05-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A R S S **RR S** **enn** **o ation**
1



"0.00" inches or %		
*	A	48 (IN)
*	B	41 (IN)
*	C	6.90 (%)
*	D	5.50 (%)
*	E	6.90 (%)
*	F	6.70 (%)
*	G	6.90 (%)
*	H	3.90 (%)
*	I	0.20 (%)
*	J	88 (IN)
*	K	2 (IN)
*	L	34 (IN)
*	M	88 (IN)
*	N	2 (IN)
*	O	37 (IN)
*	P	48 (IN)
*	Q	0.80 (%)
*	R	0.80 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.20 (%)
*	EE	2.40 (%)
	DWS Transition Strip	YES
	DWS Transition Strip Slope (FF)	4.90 (%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R S R R S e n n o a t i o n
1

*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	2.00 %
Turning Maneuver at Street	YES	Ramp Angle with Crosswalk	12 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	BATTERSBY	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	BATTERSBY	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

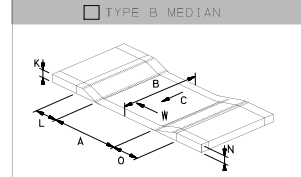
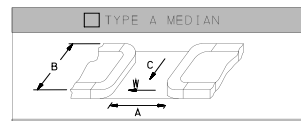
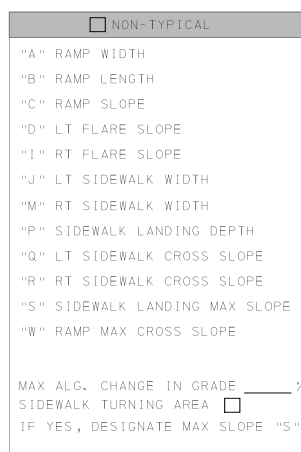
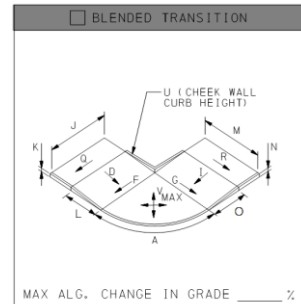
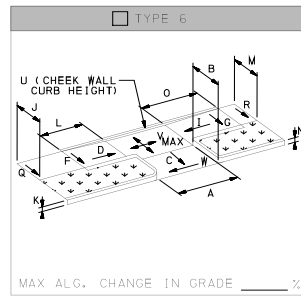
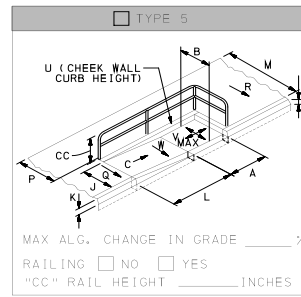
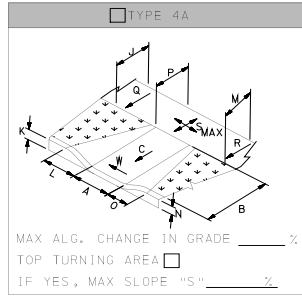
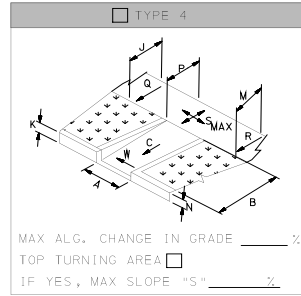
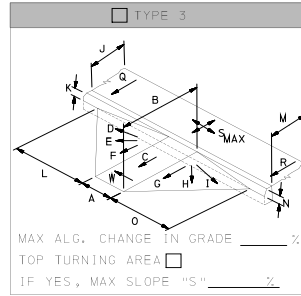
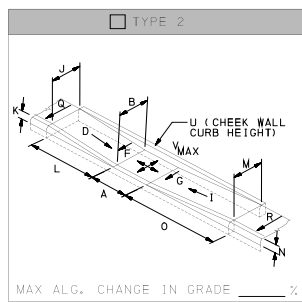
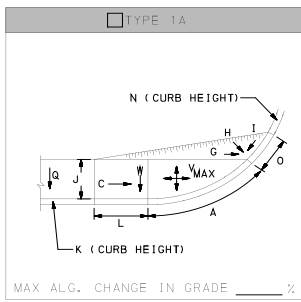
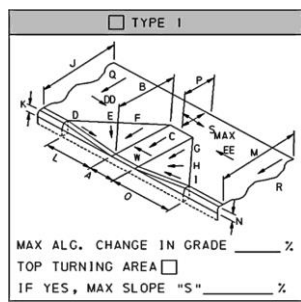
Algebraic Difference

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BATTERSBYSI-KNORRSt-BATTERSBYSI-KNORRSt-2023-01-05-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A R S S R R S e n n o a t i o n
1



"0.00" inches or %		
*	A	48 (IN)
*	B	34 (IN)
*	C	5.50 (%)
*	D	2.40 (%)
*	E	4.80 (%)
*	F	4.60 (%)
*	G	3.80 (%)
*	H	6.30 (%)
*	I	6.00 (%)
*	J	86 (IN)
*	K	2 (IN)
*	L	33 (IN)
*	M	86 (IN)
*	N	2 (IN)
*	O	36 (IN)
*	P	60 (IN)
*	Q	1.40 (%)
*	R	1.50 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.90 (%)
*	EE	0.30 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		4.50 (%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R S RR S enn o ation
1

*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	18 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	4.4	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	BATTERSBY	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	BATTERSBY	(segment)	(offset)
*South Leg Desc.	Other		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

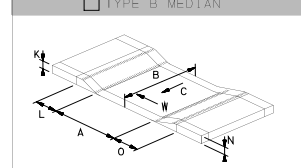
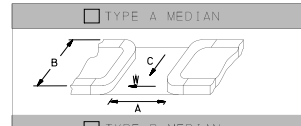
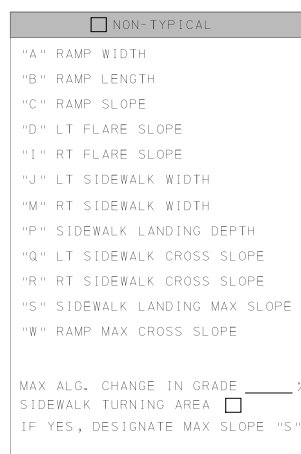
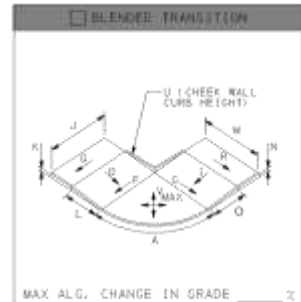
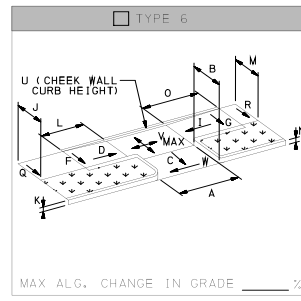
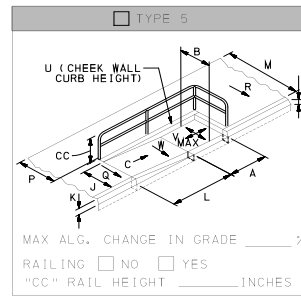
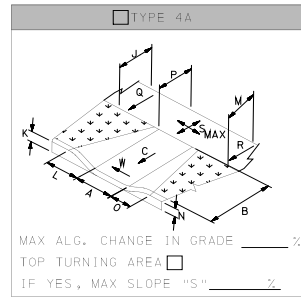
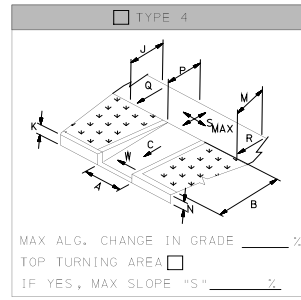
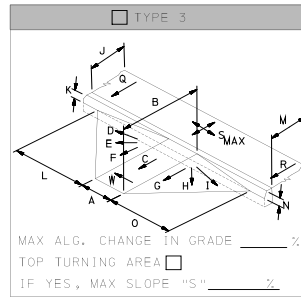
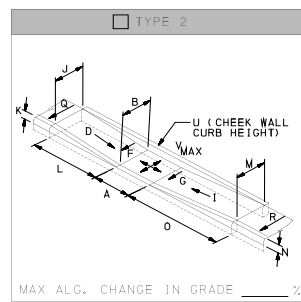
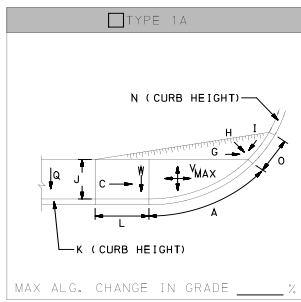
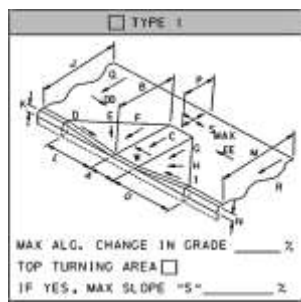
Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYOther-KNORRSt-2023-01-05-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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"0.00" inches or %		
*	A	48 (IN)
*	B	40 (IN)
*	C	1.90 (%)
*	D	0.90 (%)
*	E	0.80 (%)
*	F	1.30 (%)
*	G	1.70 (%)
*	H	3.50 (%)
*	I	4.00 (%)
*	J	86 (IN)
*	K	2 (IN)
*	L	32 (IN)
*	M	86 (IN)
*	N	2 (IN)
*	O	36 (IN)
*	P	57 (IN)
*	Q	1.40 (%)
*	R	1.50 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	100 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.90 (%)
*	EE	0.30 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		0.10 (%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S A o ation 2 enn

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	6.00	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	1.1	
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	BUSTLETON	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg	BUSTLETON	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	BENNER	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN

120" MAX

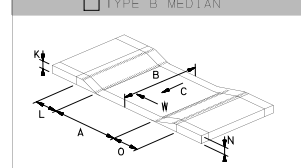
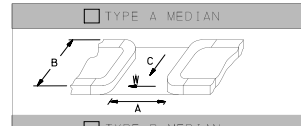
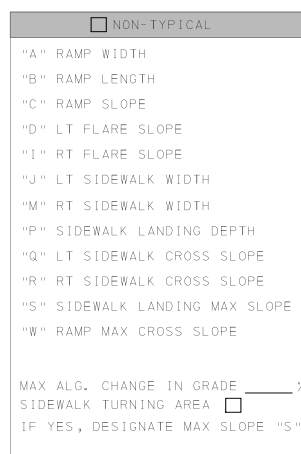
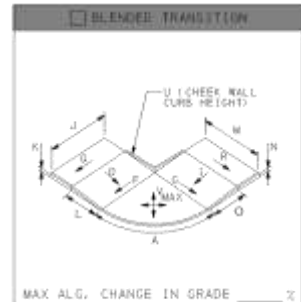
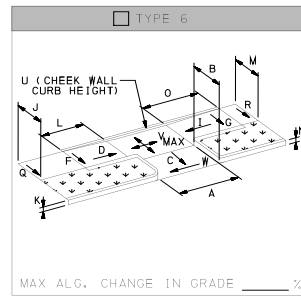
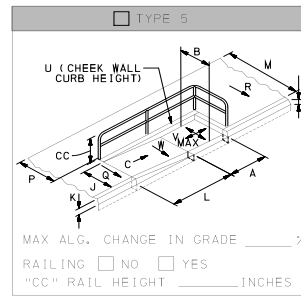
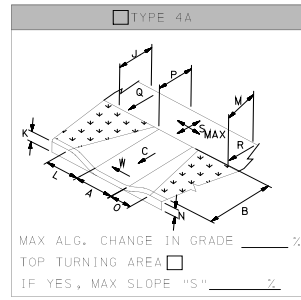
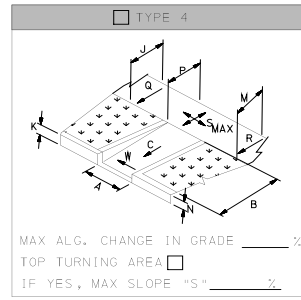
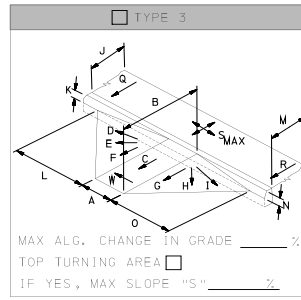
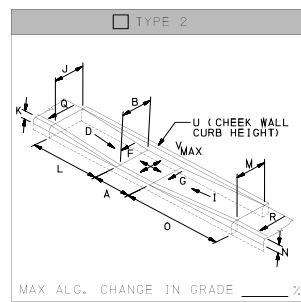
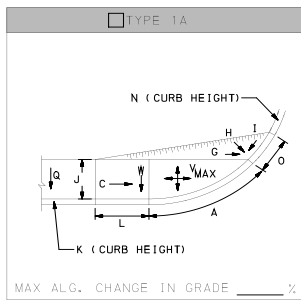
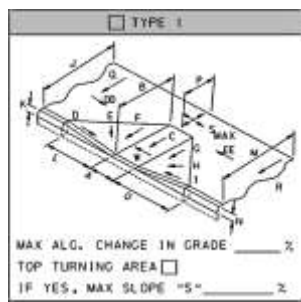
60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BUSTLETONAve-BUSTLETONAve-BENNERSt-2023-06-30-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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"0.00" inches or %		
*	A	48 (IN)
*	B	45 (IN)
*	C	6.00 (%)
*	D	5.30 (%)
*	E	5.70 (%)
*	F	6.00 (%)
*	G	6.60 (%)
*	H	7.90 (%)
*	I	6.80 (%)
*	J	90 (IN)
*	K	3 (IN)
*	L	76 (IN)
*	M	55 (IN)
*	N	4 (IN)
*	O	50 (IN)
*	P	53 (IN)
*	Q	4.50 (%)
*	R	1.20 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	4.50 (%)
*	EE	3.90 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		4.70 (%)

Comments ▲



R S S A enn o ation 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



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*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	eric long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Double Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	6.00	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	3 degrees
Turning Maneuver at Top of Ramp (Smax)	NO		
ECMS #	Alg Δ Grade (%)	9.9	
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 4A		
*North Leg	BINGHAM	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E ROOSEVELT	(segment)	(offset)
*East Leg Desc.	Bld		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg	E ROOSEVELT	(segment)	(offset)
*West Leg Desc.	Bld		
Ramp Coordinates	Latitude		
	Longitude		

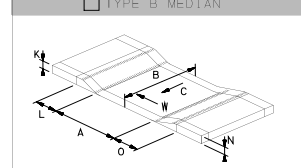
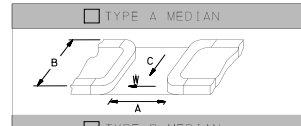
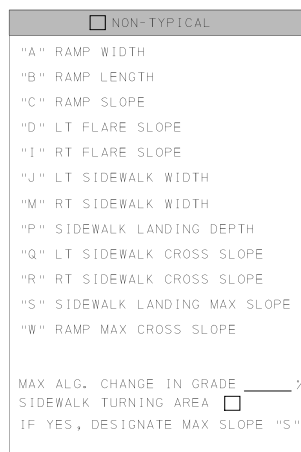
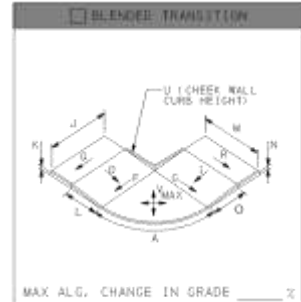
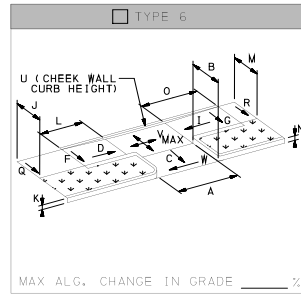
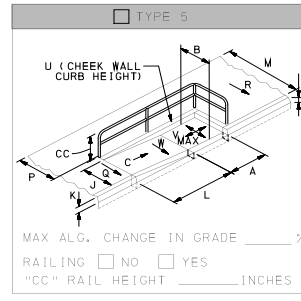
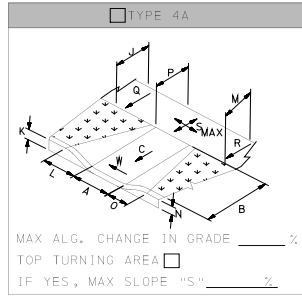
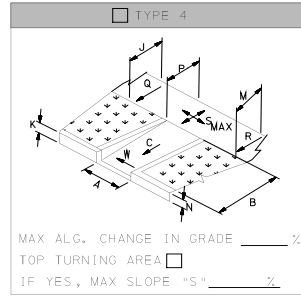
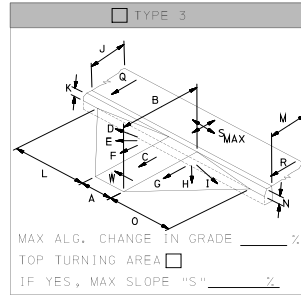
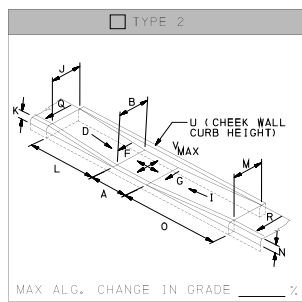
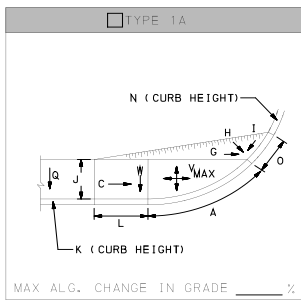
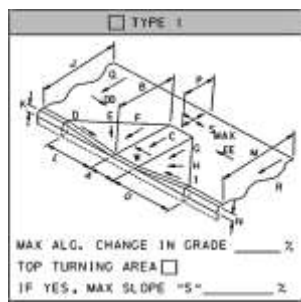
<p>Ramp Angle w\Crosswalk</p> <p>Z° = Ramp Angle w\Crosswalk</p>	
<p>Algebraic Difference</p> <p>Ramp Slope X% Longitudinal Slope of Crosswalk -Y%</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - (-Y%)</p>	
<p>Algebraic Difference</p> <p>Ramp Slope X% Longitudinal Slope of Crosswalk Y%</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - Y%</p>	

	<p>120" MIN</p> <p>120" MAX</p> <p>60" MAX</p> <p>42"</p> <p>ACCESSIBLE PUSH BUTTONS</p> <p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>
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Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BINGHAMSt-EROOSEVELTBld-EROOSEVELTBld-2022-12-05-7-Type4A
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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"0.00" inches or %		
*	A	72 (IN)
*	B	80 (IN)
*	C	2.30 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	60 (IN)
*	K	3 (IN)
*	L	32 (IN)
*	M	100 (IN)
*	N	4 (IN)
*	O	34 (IN)
*	P	999 (IN) na
*	Q	1.20 (%)
*	R	2.20 (%)
*	S	(%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.60 (%)
*	X	48 (IN)
*	Y	120 (IN)
*	YY	120 (IN)
*	Z	48 (IN)
*	ZZ	48 (IN)
*	AA	24 (IN)
*	BB	24 (IN)
*	CC	(IN)
*	DD	(%)
*	EE	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



A S R S e n n o a t i o n



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A S R S
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*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	eric long jja		
Designer 2	Nan na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.70 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	8 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	3.6	
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	BINGHAM	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E ROOSEVELT	(segment)	(offset)
*East Leg Desc.	Bld		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
42"
60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X% -Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X% Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES	
Push Button Turning Area - Max Slope (%)	1.50	Comments:
Accessible Push Buttons	Accessible and Compliant	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-BINGHAMSt-EROOSEVELTBld-2022-12-05-9-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	



A S R S o ation enn

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDER TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

"0.00" inches or %	
* A	48 (IN)
* B	42 (IN)
* C	4.60 (%)
* D	999 (%)
* E	999 (%)
* F	999 (%)
* G	5.00 (%)
* H	5.60 (%)
* I	6.50 (%)
* J	60 (IN)
* K	4 (IN)
* L	28 (IN)
* M	100 (IN)
* N	2 (IN)
* O	30 (IN)
* P	48 (IN)
* Q	1.20 (%)
* R	2.20 (%)
* S	1.50 (%)
T	(IN)
U	(IN)
V	(%)
* W	2.00 (%)
* X	(IN)
* Y	(IN)
* YY	120 (IN)
* Z	(IN)
* ZZ	144 (IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	3.20 (%)
* EE	2.40 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF)	

Comments ▲

rolled flare
rolled flare
rolled flare



A S R S e n n o a t i o n



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	6		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	6 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	BRIDGE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	BRIDGE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-HORROCKSSt-BRIDGESst-BRIDGESst-2023-01-11-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S RR SS enn o ation
1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>39 (IN)</td></tr> <tr><td>*</td><td>C</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>D</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>E</td><td>2.30 (%)</td></tr> <tr><td>*</td><td>F</td><td>1.70 (%)</td></tr> <tr><td>*</td><td>G</td><td>1.90 (%)</td></tr> <tr><td>*</td><td>H</td><td>6.60 (%)</td></tr> <tr><td>*</td><td>I</td><td>9.60 (%)</td></tr> <tr><td>*</td><td>J</td><td>290 (IN)</td></tr> <tr><td>*</td><td>K</td><td>3 (IN)</td></tr> <tr><td>*</td><td>L</td><td>32 (IN)</td></tr> <tr><td>*</td><td>M</td><td>250 (IN)</td></tr> <tr><td>*</td><td>N</td><td>2 (IN)</td></tr> <tr><td>*</td><td>O</td><td>32 (IN)</td></tr> <tr><td>*</td><td>P</td><td>50 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.10 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.10 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>6.70 (%)</td></tr> <tr><td>*</td><td>EE</td><td>4.50 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	39 (IN)	*	C	1.80 (%)	*	D	1.60 (%)	*	E	2.30 (%)	*	F	1.70 (%)	*	G	1.90 (%)	*	H	6.60 (%)	*	I	9.60 (%)	*	J	290 (IN)	*	K	3 (IN)	*	L	32 (IN)	*	M	250 (IN)	*	N	2 (IN)	*	O	32 (IN)	*	P	50 (IN)	*	Q	2.10 (%)	*	R	1.10 (%)	*	S	1.50 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	6.70 (%)	*	EE	4.50 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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DWS Transition Strip		NO																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDER TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p>Comments ▲</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																													



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	2.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DYRE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DYRE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

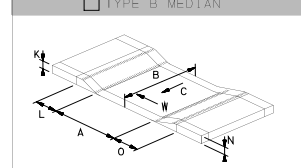
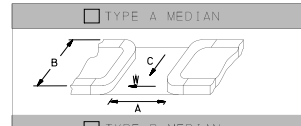
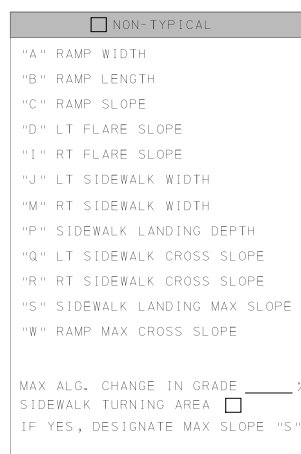
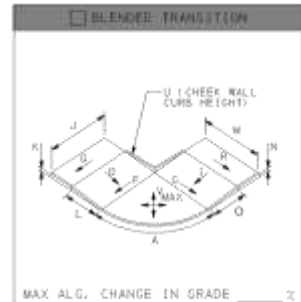
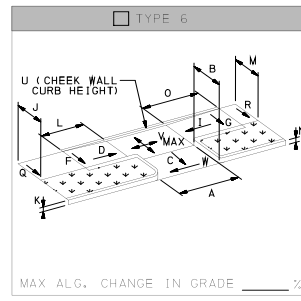
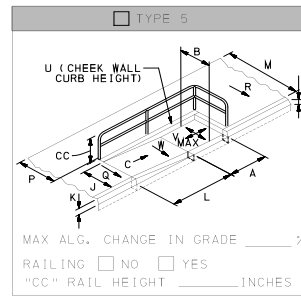
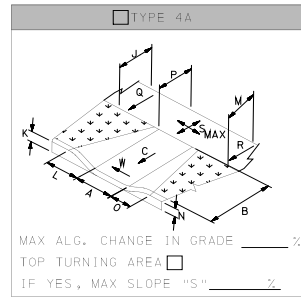
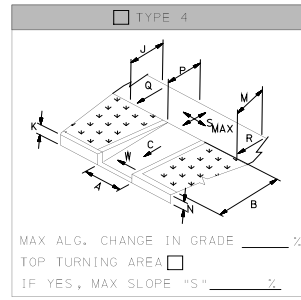
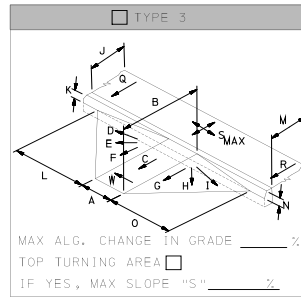
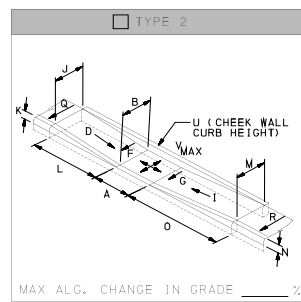
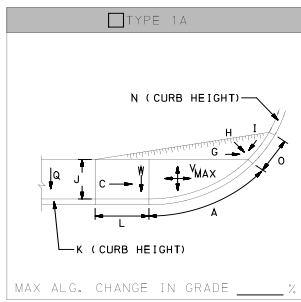
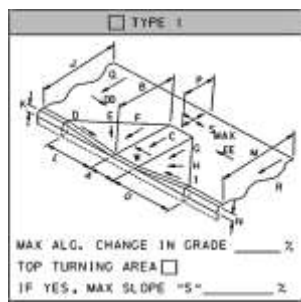
ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-HORROCKSSt-DYRESt-HORROCKSSt-DYRESt-2023-01-11-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S RR S S enn o ation
12



"0.00" inches or %		
*	A	48 (IN)
*	B	39 (IN)
*	C	6.30 (%)
*	D	7.30 (%)
*	E	8.40 (%)
*	F	7.60 (%)
*	G	6.70 (%)
*	H	7.00 (%)
*	I	4.50 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	25 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	31 (IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	1.00 (%)
*	S	0.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.40 (%)
*	EE	1.80 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S RR S S enn o ation
1

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	4 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DYRE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DYRE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

120" MIN

120" MAX

60" MAX

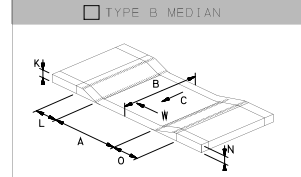
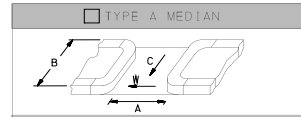
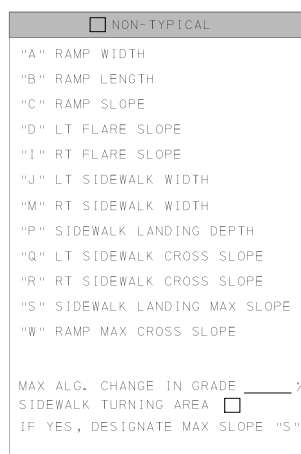
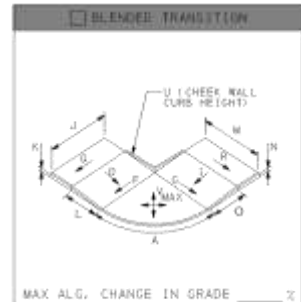
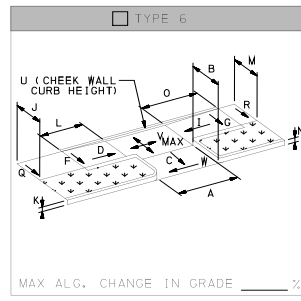
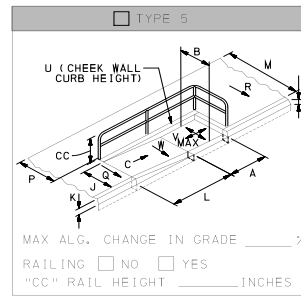
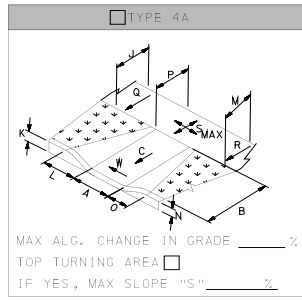
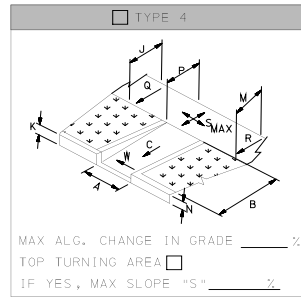
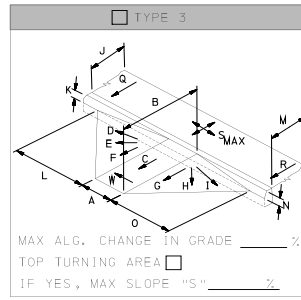
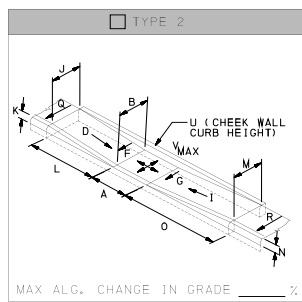
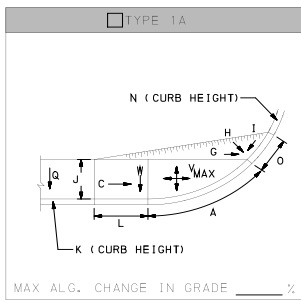
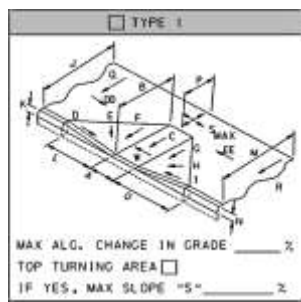
42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-HORROCKSSt-DYRESt-HORROCKSSt-DYRESt-2023-01-11-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S RR S S enn o ation
1



"0.00" inches or %		
*	A	48 (IN)
*	B	58 (IN)
*	C	4.60 (%)
*	D	2.90 (%)
*	E	4.10 (%)
*	F	5.10 (%)
*	G	3.80 (%)
*	H	7.90 (%)
*	I	7.50 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	33 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	23 (IN)
*	P	48 (IN)
*	Q	1.50 (%)
*	R	1.00 (%)
*	S	0.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.40 (%)
*	EE	1.80 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.30	%	1.30 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	14 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	LARGE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DYRE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	LARGE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DYRE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>53 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.00 (%)</td></tr> <tr><td>*</td><td>D</td><td>8.50 (%)</td></tr> <tr><td>*</td><td>E</td><td>7.70 (%)</td></tr> <tr><td>*</td><td>F</td><td>4.10 (%)</td></tr> <tr><td>*</td><td>G</td><td>5.20 (%)</td></tr> <tr><td>*</td><td>H</td><td>5.60 (%)</td></tr> <tr><td>*</td><td>I</td><td>5.20 (%)</td></tr> <tr><td>*</td><td>J</td><td>100 (IN)</td></tr> <tr><td>*</td><td>K</td><td>2 (IN)</td></tr> <tr><td>*</td><td>L</td><td>39 (IN)</td></tr> <tr><td>*</td><td>M</td><td>103 (IN)</td></tr> <tr><td>*</td><td>N</td><td>2 (IN)</td></tr> <tr><td>*</td><td>O</td><td>27 (IN)</td></tr> <tr><td>*</td><td>P</td><td>59 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.30 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN) cannot be completed</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>0.20 (%)</td></tr> <tr><td>*</td><td>EE</td><td>0.30 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	53 (IN)	*	C	6.00 (%)	*	D	8.50 (%)	*	E	7.70 (%)	*	F	4.10 (%)	*	G	5.20 (%)	*	H	5.60 (%)	*	I	5.20 (%)	*	J	100 (IN)	*	K	2 (IN)	*	L	39 (IN)	*	M	103 (IN)	*	N	2 (IN)	*	O	27 (IN)	*	P	59 (IN)	*	Q	1.30 (%)	*	R	1.40 (%)	*	S	1.50 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	999 (IN) cannot be completed	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	0.20 (%)	*	EE	0.30 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S A R S e n n o a t i o n

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.40	%	0.60 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	11 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	LARGE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DYRE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	LARGE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DYRE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

<p>Ramp Angle w\Crosswalk</p> <p>Z° = Ramp Angle w\Crosswalk</p>	
<p>Algebraic Difference</p> <p>X% Ramp Slope, -Y% Longitudinal Slope of Crosswalk</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - (-Y%)</p>	
<p>Algebraic Difference</p> <p>X% Ramp Slope, Y% Longitudinal Slope of Crosswalk</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - Y%</p>	

<p>Northbound</p> <p>ACCESSIBLE PUSH BUTTONS</p> <p>120" MIN, 120" MAX, 60" MAX, 42"</p> <p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>	<p>Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work</p> <p>YES</p>
<p>Push Button Turning Area - Max Slope (%)</p> <p>Comments:</p>	
<p>Accessible Push Buttons</p> <p>N/A</p>	
<p>Sketch Used To Collect Field Information</p> <p>No</p>	
<p>Asset # (auto)</p> <p>C-06-101-60000-LARGEST-DYREST-LARGEST-DYREST-2023-01-10-4-Type1</p>	
<p>Status</p> <p>Current</p>	
<p>Archive Ramp at location #:</p> <p>N/A</p>	
<p>Level of Service</p> <p>Meets RC-67M</p>	

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDER TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %		
* A	48	(IN)
* B	57	(IN)
* C	4.70	(%)
* D	4.20	(%)
* E	5.20	(%)
* F	4.60	(%)
* G	3.70	(%)
* H	4.00	(%)
* I	4.70	(%)
* J	100	(IN)
* K	2	(IN)
* L	29	(IN)
* M	103	(IN)
* N	2	(IN)
* O	30	(IN)
* P	56	(IN)
* Q	1.30	(%)
* R	1.40	(%)
* S	1.50	(%)
* T		(IN)
* U		(IN)
* V		(%)
* W	1.10	(%)
* X		(IN)
* Y		(IN)
* YY	999	(IN) not applicable
* Z		(IN)
* ZZ	999	(IN) not applicable
* AA		(IN)
* BB		(IN)
* CC		(IN)
* DD	0.20	(%)
* EE	0.30	(%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		1.70

Comments ▲



R S AR S enn o ation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.60	%	0.30 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	19 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	LARGE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DYRE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	LARGE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DYRE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-LARGEST-DYRESt-LARGEST-DYRESt-2023-01-09-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDER TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %		
* A	48	(IN)
* B	70	(IN)
* C	5.30	(%)
* D	7.00	(%)
* E	8.50	(%)
* F	6.10	(%)
* G	5.90	(%)
* H	10.50	(%)
* I	9.90	(%)
* J	135	(IN)
* K	3	(IN)
* L	24	(IN)
* M	135	(IN)
* N	4	(IN)
* O	34	(IN)
* P	58	(IN)
* Q	0.10	(%)
* R	0.10	(%)
* S	1.00	(%)
* T		(IN)
* U		(IN)
* V		(%)
* W	0.80	(%)
* X		(IN)
* Y		(IN)
* YY	999	(IN) not applicable
* Z		(IN)
* ZZ	999	(IN) not applicable
* AA		(IN)
* BB		(IN)
* CC		(IN)
* DD	4.90	(%)
* EE	4.20	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R S R A e n n o a t i o n

1

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.70	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	10 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	3	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	OXFORD	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	DYRE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	OXFORD	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	DYRE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

Algebraic Difference

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-OXFORDAve-DYRESt-OXFORDAve-DYRESt-2023-01-11-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R S R A en n o ation

1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDER TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																												
<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>49 (IN)</td></tr> <tr><td>*</td><td>C</td><td>4.50 (%)</td></tr> <tr><td>*</td><td>D</td><td>2.30 (%)</td></tr> <tr><td>*</td><td>E</td><td>3.70 (%)</td></tr> <tr><td>*</td><td>F</td><td>4.40 (%)</td></tr> <tr><td>*</td><td>G</td><td>3.90 (%)</td></tr> <tr><td>*</td><td>H</td><td>7.30 (%)</td></tr> <tr><td>*</td><td>I</td><td>5.10 (%)</td></tr> <tr><td>*</td><td>J</td><td>72 (IN)</td></tr> <tr><td>*</td><td>K</td><td>2 (IN)</td></tr> <tr><td>*</td><td>L</td><td>34 (IN)</td></tr> <tr><td>*</td><td>M</td><td>93 (IN)</td></tr> <tr><td>*</td><td>N</td><td>2 (IN)</td></tr> <tr><td>*</td><td>O</td><td>44 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>0.80 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.70 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.30 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.60 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>999 (IN) not applicable</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN) not applicable</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>EE</td><td>1.50 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			*	A	48 (IN)	*	B	49 (IN)	*	C	4.50 (%)	*	D	2.30 (%)	*	E	3.70 (%)	*	F	4.40 (%)	*	G	3.90 (%)	*	H	7.30 (%)	*	I	5.10 (%)	*	J	72 (IN)	*	K	2 (IN)	*	L	34 (IN)	*	M	93 (IN)	*	N	2 (IN)	*	O	44 (IN)	*	P	48 (IN)	*	Q	0.80 (%)	*	R	1.70 (%)	*	S	1.30 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.60 (%)	*	X	(IN)	*	Y	(IN)	*	YY	999 (IN) not applicable	*	Z	(IN)	*	ZZ	999 (IN) not applicable	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	1.40 (%)	*	EE	1.50 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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DWS Transition Strip Slope (FF)		(%)																																																																																																												

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



AS A S A S enn o ation
1

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	eric long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.80	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	5 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	5.1	
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	BINGHAM	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg	E ASHDALE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

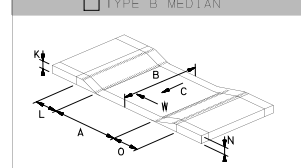
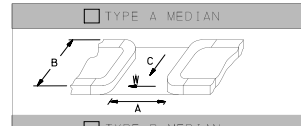
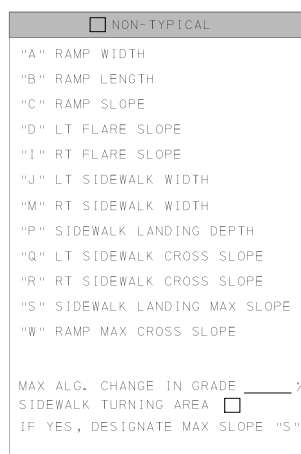
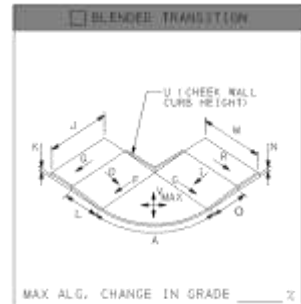
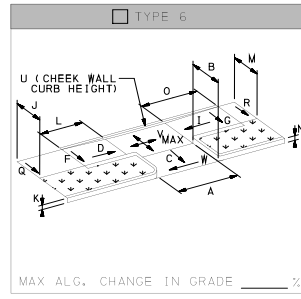
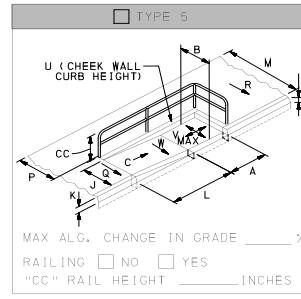
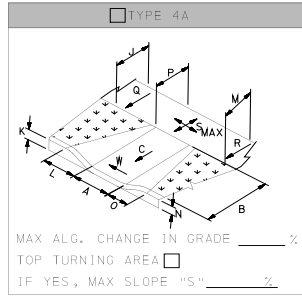
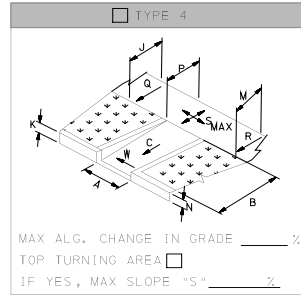
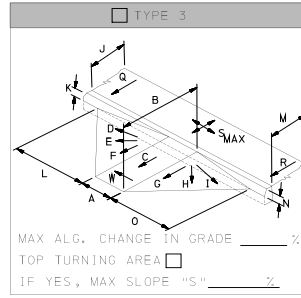
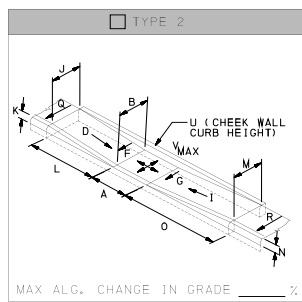
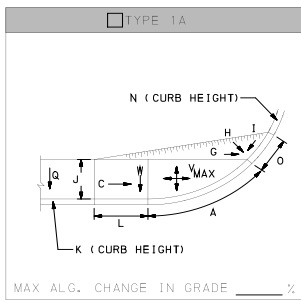
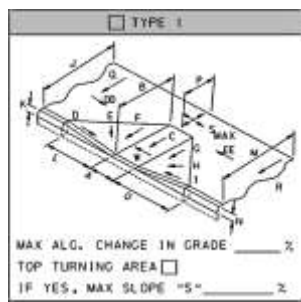
Algebraic Difference

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BINGHAMSt-EASHDALESt-2022-12-05-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



AS A S A S enn o ation 1



"0.00" inches or %		
*	A	48 (IN)
*	B	32 (IN)
*	C	4.90 (%)
*	D	7.10 (%)
*	E	6.60 (%)
*	F	3.60 (%)
*	G	5.10 (%)
*	H	6.80 (%)
*	I	8.30 (%)
*	J	48 (IN)
*	K	4 (IN)
*	L	44 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	32 (IN)
*	P	60 (IN)
*	Q	0.80 (%)
*	R	2.00 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.80 (%)
*	EE	3.00 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



AS A S

A S enn o ation 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



AS A S A S enn o ation
1

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	eric long jja		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.80	%	1.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	7 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.0	
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	BINGHAM	(segment)	(offset)
*North Leg Desc.			
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg	E ASHDALE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w\Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BINGHAM-EASHDALESt-2022-12-05-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



AS A S A S enn o ation 1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDER TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	38 (IN)
*	C	4.90 (%)
*	D	7.70 (%)
*	E	6.10 (%)
*	F	5.10 (%)
*	G	2.00 (%)
*	H	5.00 (%)
*	I	6.40 (%)
*	J	48 (IN)
*	K	2 (IN)
*	L	30 (IN)
*	M	60 (IN)
*	N	3 (IN)
*	O	33 (IN)
*	P	66 (IN)
*	Q	0.80 (%)
*	R	2.00 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	180 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.80 (%)
*	EE	3.00 (%)
	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)



AS A S

A S enn o ation 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A A A A S
o a t i o n

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	OAKLAND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CHELTENHAM	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	OAKLAND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E CHELTENHAM	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-OAKLANDSt-EHELTHENHAMAve-OAKLANDSt-EHELTHENHAMAve-2023-01-10-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A A A A S e n n
o a t i o n

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>* A</td><td>48 (IN)</td></tr> <tr><td>* B</td><td>43 (IN)</td></tr> <tr><td>* C</td><td>4.10 (%)</td></tr> <tr><td>* D</td><td>3.40 (%)</td></tr> <tr><td>* E</td><td>4.60 (%)</td></tr> <tr><td>* F</td><td>4.70 (%)</td></tr> <tr><td>* G</td><td>2.70 (%)</td></tr> <tr><td>* H</td><td>6.70 (%)</td></tr> <tr><td>* I</td><td>7.60 (%)</td></tr> <tr><td>* J</td><td>190 (IN)</td></tr> <tr><td>* K</td><td>2 (IN)</td></tr> <tr><td>* L</td><td>26 (IN)</td></tr> <tr><td>* M</td><td>155 (IN)</td></tr> <tr><td>* N</td><td>2 (IN)</td></tr> <tr><td>* O</td><td>36 (IN)</td></tr> <tr><td>* P</td><td>51 (IN)</td></tr> <tr><td>* Q</td><td>1.40 (%)</td></tr> <tr><td>* R</td><td>0.60 (%)</td></tr> <tr><td>* S</td><td>1.60 (%)</td></tr> <tr><td>* T</td><td>(IN)</td></tr> <tr><td>* U</td><td>(IN)</td></tr> <tr><td>* V</td><td>(%)</td></tr> <tr><td>* W</td><td>1.00 (%)</td></tr> <tr><td>* X</td><td>(IN)</td></tr> <tr><td>* Y</td><td>(IN)</td></tr> <tr><td>* YY</td><td>999 (IN) not applicable</td></tr> <tr><td>* Z</td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>999 (IN) not applicable</td></tr> <tr><td>* AA</td><td>(IN)</td></tr> <tr><td>* BB</td><td>(IN)</td></tr> <tr><td>* CC</td><td>(IN)</td></tr> <tr><td>* DD</td><td>1.40 (%)</td></tr> <tr><td>* EE</td><td>0.80 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF) 3.10 (%)</td></tr> </tbody> </table>	"0.00" inches or %		* A	48 (IN)	* B	43 (IN)	* C	4.10 (%)	* D	3.40 (%)	* E	4.60 (%)	* F	4.70 (%)	* G	2.70 (%)	* H	6.70 (%)	* I	7.60 (%)	* J	190 (IN)	* K	2 (IN)	* L	26 (IN)	* M	155 (IN)	* N	2 (IN)	* O	36 (IN)	* P	51 (IN)	* Q	1.40 (%)	* R	0.60 (%)	* S	1.60 (%)	* T	(IN)	* U	(IN)	* V	(%)	* W	1.00 (%)	* X	(IN)	* Y	(IN)	* YY	999 (IN) not applicable	* Z	(IN)	* ZZ	999 (IN) not applicable	* AA	(IN)	* BB	(IN)	* CC	(IN)	* DD	1.40 (%)	* EE	0.80 (%)	DWS Transition Strip NO		DWS Transition Strip Slope (FF) 3.10 (%)	
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Comments ▲

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Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



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*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Flemming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	1		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.10	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	OAKLAND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CHELTENHAM	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	OAKLAND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E CHELTENHAM	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-OAKLANDSt-ECHELTENHAMAve-OAKLANDSt-ECHELTENHAMAve-2023-01-10-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

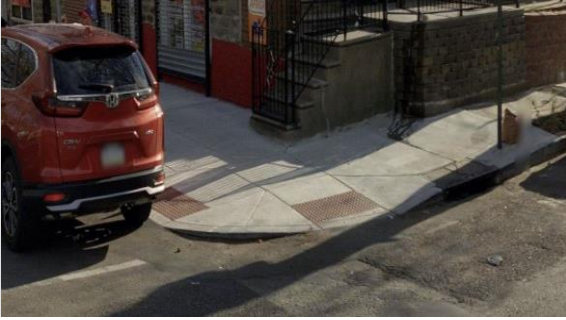


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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



A A S A S enn
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*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	6.70	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	6	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	SAUL	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CHELTENHAM	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	SAUL	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E CHELTENHAM	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SAULSt-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-2023-01-09-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>* A</td><td>48 (IN)</td></tr> <tr><td>* B</td><td>44 (IN)</td></tr> <tr><td>* C</td><td>4.00 (%)</td></tr> <tr><td>* D</td><td>4.20 (%)</td></tr> <tr><td>* E</td><td>3.80 (%)</td></tr> <tr><td>* F</td><td>3.40 (%)</td></tr> <tr><td>* G</td><td>5.00 (%)</td></tr> <tr><td>* H</td><td>6.30 (%)</td></tr> <tr><td>* I</td><td>5.80 (%)</td></tr> <tr><td>* J</td><td>100 (IN)</td></tr> <tr><td>* K</td><td>2 (IN)</td></tr> <tr><td>* L</td><td>34 (IN)</td></tr> <tr><td>* M</td><td>84 (IN)</td></tr> <tr><td>* N</td><td>2 (IN)</td></tr> <tr><td>* O</td><td>36 (IN)</td></tr> <tr><td>* P</td><td>72 (IN)</td></tr> <tr><td>* Q</td><td>1.40 (%)</td></tr> <tr><td>* R</td><td>1.30 (%)</td></tr> <tr><td>* S</td><td>0.50 (%)</td></tr> <tr><td>* T</td><td>(IN)</td></tr> <tr><td>* U</td><td>(IN)</td></tr> <tr><td>* V</td><td>(%)</td></tr> <tr><td>* W</td><td>1.20 (%)</td></tr> <tr><td>* X</td><td>(IN)</td></tr> <tr><td>* Y</td><td>(IN)</td></tr> <tr><td>* YY</td><td>999 (IN) not applicable</td></tr> <tr><td>* Z</td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>999 (IN) not applicable</td></tr> <tr><td>* AA</td><td>(IN)</td></tr> <tr><td>* BB</td><td>(IN)</td></tr> <tr><td>* CC</td><td>(IN)</td></tr> <tr><td>* DD</td><td>4.90 (%)</td></tr> <tr><td>* EE</td><td>1.50 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip YES</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF) 2.00 (%)</td></tr> </tbody> </table>	"0.00" inches or %		* A	48 (IN)	* B	44 (IN)	* C	4.00 (%)	* D	4.20 (%)	* E	3.80 (%)	* F	3.40 (%)	* G	5.00 (%)	* H	6.30 (%)	* I	5.80 (%)	* J	100 (IN)	* K	2 (IN)	* L	34 (IN)	* M	84 (IN)	* N	2 (IN)	* O	36 (IN)	* P	72 (IN)	* Q	1.40 (%)	* R	1.30 (%)	* S	0.50 (%)	* T	(IN)	* U	(IN)	* V	(%)	* W	1.20 (%)	* X	(IN)	* Y	(IN)	* YY	999 (IN) not applicable	* Z	(IN)	* ZZ	999 (IN) not applicable	* AA	(IN)	* BB	(IN)	* CC	(IN)	* DD	4.90 (%)	* EE	1.50 (%)	DWS Transition Strip YES		DWS Transition Strip Slope (FF) 2.00 (%)	
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p>Comments ▲</p>																																																																								
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																										



A A SA S enn o ation 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



AS S RR S enn o ation
2

*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	EASTWOOD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	EASTWOOD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-EASTWOODS+KNORRSt-EASTWOODS+KNORRSt-2023-01-09-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



AS S RR S enn o ation
2

<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	
<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %	
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 		

"0.00" inches or %	
* A	48 (IN)
* B	34 (IN)
* C	5.60 (%)
* D	4.50 (%)
* E	5.70 (%)
* F	5.30 (%)
* G	5.90 (%)
* H	7.00 (%)
* I	4.50 (%)
* J	90 (IN)
* K	3 (IN)
* L	45 (IN)
* M	90 (IN)
* N	2 (IN)
* O	26 (IN)
* P	57 (IN)
* Q	1.40 (%)
* R	1.50 (%)
* S	1.00 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	0.60 (%)
* X	(IN)
* Y	(IN)
* YY	999 (IN) not applicable
* Z	(IN)
* ZZ	999 (IN) not applicable
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	1.00 (%)
* EE	2.00 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) (%)	

Comments ▲



AS S RR S enn o ation 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



AS S RR S enn o ation

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	18 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	EASTWOOD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	EASTWOOD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-EASTWOODS-St-KNORRSt-EASTWOODS-St-KNORRSt-2023-01-11-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

AS S RR S enn o ation



TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %

*	A	48	(IN)
*	B	34	(IN)
*	C	6.80	(%)
*	D	5.50	(%)
*	E	6.00	(%)
*	F	7.70	(%)
*	G	4.60	(%)
*	H	6.20	(%)
*	I	5.20	(%)
*	J	90	(IN)
*	K	2	(IN)
*	L	24	(IN)
*	M	90	(IN)
*	N	4	(IN)
*	O	46	(IN)
*	P	54	(IN)
*	Q	1.40	(%)
*	R	1.50	(%)
*	S	1.50	(%)
*	T		(IN)
*	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN) not applicable
*	Z		(IN)
*	ZZ	999	(IN) not applicable
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)
*	DD	2.00	(%)
*	EE	2.00	(%)
*	DWS Transition Strip	NO	
*	DWS Transition Strip Slope (FF)		(%)

Comments ▲

AS S RR S enn o ation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	N/A	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	0.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	22 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	comments not recorded
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)		12	
*Curb Ramp Type	Type 1		
*North Leg	EASTWOOD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	EASTWOOD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-EASTWOODSt-KNORRSt-EASTWOODSt-KNORRSt-2023-01-09-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



AS S RR S enn o ation
12

<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	
<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"	
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 		

"0.00" inches or %	
* A	48 (IN)
* B	42 (IN)
* C	1.40 (%)
* D	9.80 (%)
* E	7.20 (%)
* F	1.80 (%)
* G	1.60 (%)
* H	1.40 (%)
* I	1.00 (%)
* J	55 (IN)
* K	4 (IN)
* L	33 (IN)
* M	85 (IN)
* N	2 (IN)
* O	25 (IN)
* P	52 (IN)
* Q	4.40 (%)
* R	0.30 (%)
* S	0.50 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	0.20 (%)
* X	(IN)
* Y	(IN)
* YY	(IN)
* Z	(IN)
* ZZ	(IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	2.00 (%)
* EE	1.00 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) (%)	

Comments ▲



AS S RR S enn o ation 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



AS S RR S enn o ation
1

*Date of Design (yyyy mm dd)	2023	01	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.80	%	1.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	23 degrees		
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	Comments not recorded		
ECMS #	Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)	14				
*Curb Ramp Type	Type 1				
*North Leg	EASTWOOD	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	EASTWOOD	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-EASTWOODSt-KNORRSt-EASTWOODSt-KNORRSt-2023-01-10-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



AS S RR S enn o ation
1

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %

*	A	48	(IN)
*	B	42	(IN)
*	C	5.50	(%)
*	D	7.60	(%)
*	E	8.60	(%)
*	F	5.10	(%)
*	G	6.40	(%)
*	H	7.00	(%)
*	I	6.00	(%)
*	J	55	(IN)
*	K	2	(IN)
*	L	28	(IN)
*	M	85	(IN)
*	N	4	(IN)
*	O	36	(IN)
*	P	48	(IN)
*	Q	4.40	(%)
*	R	0.30	(%)
*	S	0.50	(%)
*	T		(IN)
*	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN) Cannot be completed
*	Z		(IN)
*	ZZ	999	(IN) Cannot be completed
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)
*	DD	2.00	(%)
*	EE	1.00	(%)
*	DWS Transition Strip	NO	
*	DWS Transition Strip Slope (FF)		(%)

Comments ▲



AS RR S enn o ation 1



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



R A S A R S e n n o a t i o n
1

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.50 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	4 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	1.5	
Intersection Ramp # of #	1	6	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	GRANITE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	LARGE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	GRANITE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	LARGE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-GRANITES-LARGESL-GRANITESL-LARGESL-2023-06-30-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %

*	A	48	(IN)
*	B	52	(IN)
*	C	5.40	(%)
*	D	2.10	(%)
*	E	999	(%)
*	F	999	(%)
*	G	5.20	(%)
*	H	6.90	(%)
*	I	8.90	(%)
*	J	60	(IN)
*	K	2	(IN)
*	L	49	(IN)
*	M	60	(IN)
*	N	3	(IN)
*	O	26	(IN)
*	P	51	(IN)
*	Q	1.00	(%)
*	R	0.50	(%)
*	S	1.00	(%)
*	T		(IN)
*	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)
*	DD	0.40	(%)
*	EE	4.10	(%)
DWS Transition Strip		YES	
DWS Transition Strip Slope (FF)		3.70	(%)

Comments ▲

Cannot be completed
Cannot be completed

not applicable



Insert Picture 1



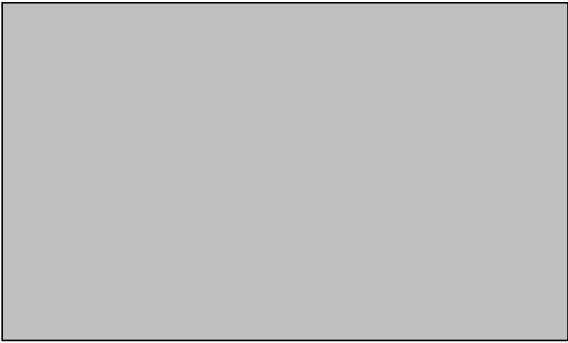
Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R A S A R S e n n o a t i o n
1

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.40 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	8 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.2	
Intersection Ramp # of #	2	6	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	GRANITE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	LARGE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	GRANITE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	LARGE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES		
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-GRANITES-LARGES-GRANITES-LARGES-2023-06-30-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		



TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %

*	A	48	(IN)
*	B	49	(IN)
*	C	6.90	(%)
*	D	9.40	(%)
*	E	10.40	(%)
*	F	8.00	(%)
*	G	5.10	(%)
*	H	9.20	(%)
*	I	10.00	(%)
*	J	60	(IN)
*	K	3	(IN)
*	L	31	(IN)
*	M	60	(IN)
*	N	4	(IN)
*	O	30	(IN)
*	P	55	(IN)
*	Q	1.00	(%)
*	R	0.50	(%)
*	S	1.00	(%)
*	T		(IN)
*	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN) not applicable
*	Z		(IN)
*	ZZ	999	(IN) not applicable
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)
*	DD	4.10	(%)
*	EE	3.80	(%)
DWS Transition Strip		YES	
DWS Transition Strip Slope (FF)		5.00	(%)

Comments ▲



R A S A R S e n n o a t i o n 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R S R R S S e n n
o a t i o n 2

*Date of Design (yyyy mm dd)	2023	06	30	
Designer 1	Bryan Fleming JJA			
Designer 2	Randy Kravitz TPD			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	2			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Gate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.90	%
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #	Alg Δ Grade (%)	5.0		
Intersection Ramp # of #	1	4		
*Ramp Location (Use Figure Below)	02			
*Curb Ramp Type	Type 1			
*North Leg	HORROCKS	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	HAWORTH	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	HORROCKS	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	HAWORTH	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates	Latitude			
	Longitude			

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-HORROCKSSt-HAWORTHSt-HORROCKSSt-HAWORTHSt-2023-06-30-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A R S RR S S enn
o ation 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>* A</td><td>48 (IN)</td></tr> <tr><td>* B</td><td>65 (IN)</td></tr> <tr><td>* C</td><td>4.70 (%)</td></tr> <tr><td>* D</td><td>3.20 (%)</td></tr> <tr><td>* E</td><td>5.00 (%)</td></tr> <tr><td>* F</td><td>2.70 (%)</td></tr> <tr><td>* G</td><td>6.20 (%)</td></tr> <tr><td>* H</td><td>6.60 (%)</td></tr> <tr><td>* I</td><td>6.30 (%)</td></tr> <tr><td>* J</td><td>174 (IN)</td></tr> <tr><td>* K</td><td>2 (IN)</td></tr> <tr><td>* L</td><td>73 (IN)</td></tr> <tr><td>* M</td><td>139 (IN)</td></tr> <tr><td>* N</td><td>2 (IN)</td></tr> <tr><td>* O</td><td>44 (IN)</td></tr> <tr><td>* P</td><td>48 (IN)</td></tr> <tr><td>* Q</td><td>0.10 (%)</td></tr> <tr><td>* R</td><td>3.30 (%)</td></tr> <tr><td>* S</td><td>1.30 (%)</td></tr> <tr><td>* T</td><td>(IN)</td></tr> <tr><td>* U</td><td>(IN)</td></tr> <tr><td>* V</td><td>(%)</td></tr> <tr><td>* W</td><td>0.10 (%)</td></tr> <tr><td>* X</td><td>(IN)</td></tr> <tr><td>* Y</td><td>(IN)</td></tr> <tr><td>* YY</td><td>999 (IN) cannot be completed</td></tr> <tr><td>* Z</td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>999 (IN) cannot be completed</td></tr> <tr><td>* AA</td><td>(IN)</td></tr> <tr><td>* BB</td><td>(IN)</td></tr> <tr><td>* CC</td><td>(IN)</td></tr> <tr><td>* DD</td><td>3.30 (%)</td></tr> <tr><td>* EE</td><td>0.10 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip YES</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF) 1.30 (%)</td></tr> </tbody> </table>	"0.00" inches or %		* A	48 (IN)	* B	65 (IN)	* C	4.70 (%)	* D	3.20 (%)	* E	5.00 (%)	* F	2.70 (%)	* G	6.20 (%)	* H	6.60 (%)	* I	6.30 (%)	* J	174 (IN)	* K	2 (IN)	* L	73 (IN)	* M	139 (IN)	* N	2 (IN)	* O	44 (IN)	* P	48 (IN)	* Q	0.10 (%)	* R	3.30 (%)	* S	1.30 (%)	* T	(IN)	* U	(IN)	* V	(%)	* W	0.10 (%)	* X	(IN)	* Y	(IN)	* YY	999 (IN) cannot be completed	* Z	(IN)	* ZZ	999 (IN) cannot be completed	* AA	(IN)	* BB	(IN)	* CC	(IN)	* DD	3.30 (%)	* EE	0.10 (%)	DWS Transition Strip YES		DWS Transition Strip Slope (FF) 1.30 (%)	
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																									
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																										

Comments ▲



A R S

RR S S enn o ation 2



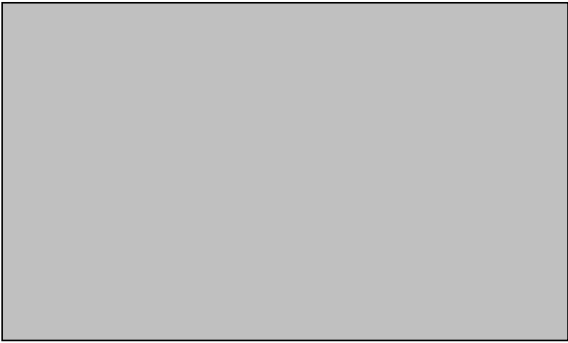
Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



A R S A R S en n o ation
12

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.80	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	4 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	2.1	
Intersection Ramp # of #	2	2	Cheek wall = 10.0 in
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	LARGE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	HAWORTH	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	LARGE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w\Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-LARGEST-HAWORTHSt-LARGEST-2023-01-10-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

A R S AR S enn o ation
12



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>		

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	52 (IN)
*	C	7.60 (%)
*	D	7.60 (%)
*	E	8.20 (%)
*	F	4.10 (%)
*	G	6.10 (%)
*	H	6.00 (%)
*	I	5.10 (%)
*	J	60 (IN)
*	K	4 (IN)
*	L	48 (IN)
*	M	85 (IN)
*	N	2 (IN)
*	O	40 (IN)
*	P	48 (IN)
*	Q	1.30 (%)
*	R	2.70 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.20 (%)
*	EE	3.70 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



A R S AR S enn o ation 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R S R R S e n n o a t i o n
2

*Date of Design (yyyy mm dd)		2023	01	05
Designer 1		Bryan Fleming JJA		
Designer 2		Randy Kravitz TPD		
*Engineering District Code		06 - District 6-0		
*County Name		Philadelphia		
*County Code (auto)		101		
*Municipality Name		Philadelphia City		
*Municipality Code (auto)		60000		
Construction Phase		Constructed		
Ramp Crosses		State Route		
Photo Log Number		N/A		
Number of Photos		2		
Ramp Surface		Concrete		
Surface Stable, Firm, and Slip Resistant		YES		
Elevation Differences > 1/4"		NO		(X/16")
Grate Openings or Gaps > 1/2"		NO		(X/16")
Utilities in Path of Travel		NO		
Water Ponding in Path of Travel		NO		
Detectable Warning Surface (DWS)		YES		
DWS type		PolCom		
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path		YES	Crossing Control Type Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		3.40	%	1.30 %
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk	20 degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:	
ECMS #	Alg Δ Grade (%)		0.1	
Intersection Ramp # of #		1	8	
*Ramp Location (Use Figure Below)		02		
*Curb Ramp Type	Type 1			
*North Leg	HAWTHORNE	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	KNORR	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	HAWTHORNE	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	KNORR	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates		Latitude		
		Longitude		

Ramp Angle w\Crosswalk

$Z^\circ = \text{Ramp Angle w\Crosswalk}$

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



A R S RR S enn
o ation 2

<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	
<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %	
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 		

Comments ▲

"0.00" inches or %	
* A	48 (IN)
* B	43 (IN)
* C	5.50 (%)
* D	1.10 (%)
* E	4.10 (%)
* F	7.40 (%)
* G	6.20 (%)
* H	7.30 (%)
* I	5.60 (%)
* J	60 (IN)
* K	2 (IN)
* L	54 (IN)
* M	60 (IN)
* N	2 (IN)
* O	24 (IN)
* P	48 (IN)
* Q	1.40 (%)
* R	1.00 (%)
* S	1.20 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	1.60 (%)
* X	(IN)
* Y	(IN)
* YY	100 (IN)
* Z	(IN)
* ZZ	999 (IN) not applicable
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	0.40 (%)
* EE	4.30 (%)
DWS Transition Strip YES	
DWS Transition Strip Slope (FF) 3.80 (%)	



A R S R R S e n n o a t i o n 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R S R R S e n n o a t i o n
12

*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.70 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	15 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	HAWTHORNE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	HAWTHORNE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-HAWTHORNESi-KNORRSi-HAWTHORNESi-KNORRSi-2023-01-09-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A R S RR S enn
o ation 12

<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	
<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %	
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 		

"0.00" inches or %	
* A	48 (IN)
* B	48 (IN)
* C	4.90 (%)
* D	6.40 (%)
* E	6.60 (%)
* F	6.60 (%)
* G	4.50 (%)
* H	4.70 (%)
* I	3.50 (%)
* J	105 (IN)
* K	2 (IN)
* L	37 (IN)
* M	88 (IN)
* N	2 (IN)
* O	33 (IN)
* P	67 (IN)
* Q	0.80 (%)
* R	1.30 (%)
* S	1.30 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	1.10 (%)
* X	(IN)
* Y	(IN)
* YY	120 (IN)
* Z	(IN)
* ZZ	999 (IN) not available
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	1.10 (%)
* EE	2.40 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) 3.30 (%)	

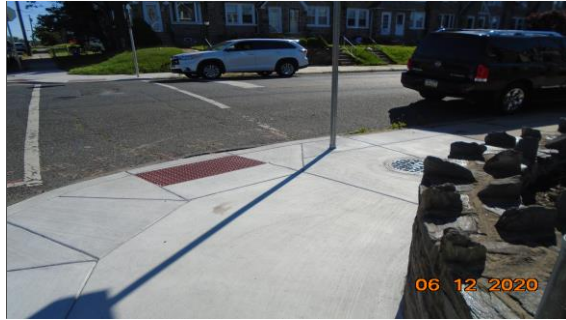
Comments ▲



A R S R R S e n n o a t i o n 1 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



HORROCKS ST & KNORR ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.10 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	16 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

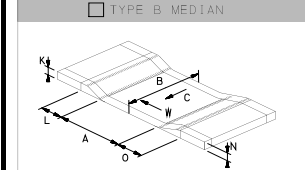
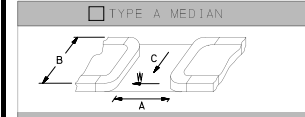
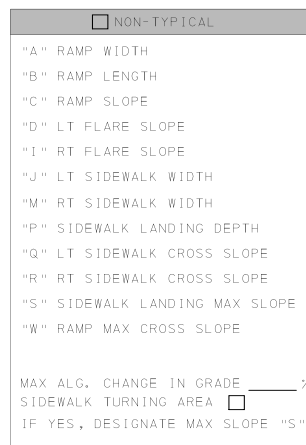
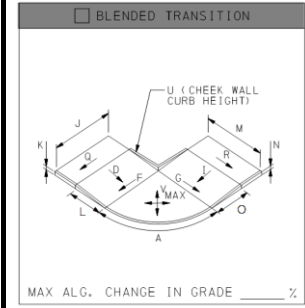
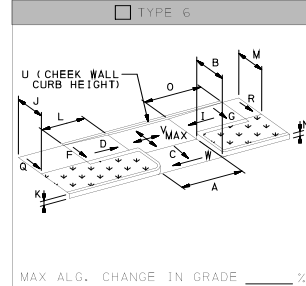
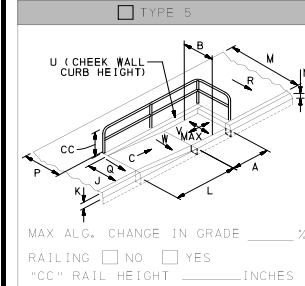
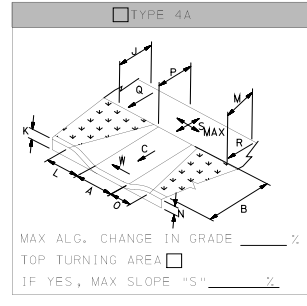
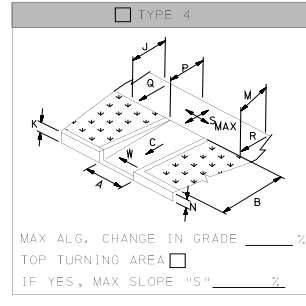
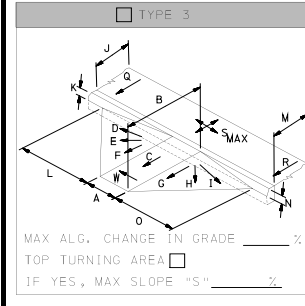
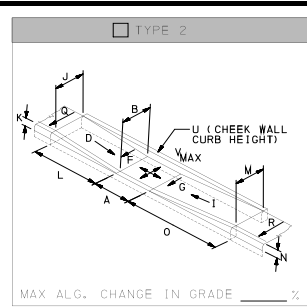
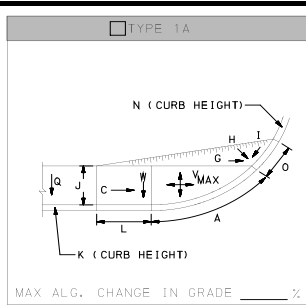
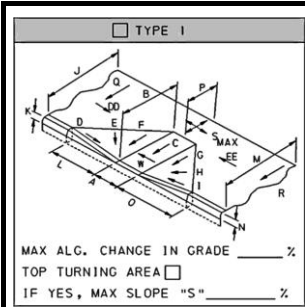
Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

HORROCKS ST & KNORR ST, PennDOT Location ID # 17



"0.00" inches or %		
A	48	(IN)
B	44	(IN)
C	6.00	(%)
D	8.70	(%)
E	9.10	(%)
F	7.50	(%)
G	5.40	(%)
H	3.20	(%)
I	1.30	(%)
J	90	(IN)
K	3	(IN)
L	31	(IN)
M	90	(IN)
N	2	(IN)
O	25	(IN)
P	60	(IN)
Q	0.30	(%)
R	1.30	(%)
S	0.60	(%)
T		(IN)
U		(IN)
V		(%)
W	0.50	(%)
X		(IN)
Y		(IN)
YY	999	(IN) not applicable
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	0.30	(%)
EE	0.70	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		5.00 (%)

Comments ▲



HORROCKS ST & KNORR ST, PennDOT Location ID # 17



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



HORROCKS ST & KNORR ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	9.50	%	1.30
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	18
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

HORROCKS ST & KNORR ST, PennDOT Location ID # 19



TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %		
A	48	(IN)
B	44	(IN)
C	6.50	(%)
D	3.30	(%)
E	5.70	(%)
F	7.30	(%)
G	7.20	(%)
H	8.30	(%)
I	7.30	(%)
J	90	(IN)
K	2	(IN)
L	30	(IN)
M	90	(IN)
N	3	(IN)
O	36	(IN)
P	63	(IN)
Q	0.30	(%)
R	1.30	(%)
S	0.60	(%)
T		(IN)
U		(IN)
V		(%)
W	1.20	(%)
X		(IN)
Y		(IN)
YY	999	(IN) not applicable
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	0.30	(%)
EE	0.70	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



HORROCKS ST & KNORR ST, PennDOT Location ID # 19



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



HORROCKS ST & OXFORD AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	18 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	2.8	
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	OXFORD	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	OXFORD	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-HORROCKSSt-OXFORDAve-HORROCKSSt-OXFORDAve-2023-01-11-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



HORROCKS ST & OXFORD AVE, PennDOT Location ID # 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

"0.00" inches or %		
A	48	(IN)
B	38	(IN)
C	5.30	(%)
D	3.90	(%)
E	4.70	(%)
F	5.20	(%)
G	5.10	(%)
H	6.30	(%)
I	5.10	(%)
J	140	(IN)
K	2	(IN)
L	29	(IN)
M	80	(IN)
N	2	(IN)
O	29	(IN)
P	48	(IN)
Q	2.00	(%)
R	2.00	(%)
S	1.50	(%)
T		(IN)
U		(IN)
V		(%)
W	1.10	(%)
X		(IN)
Y		(IN)
YY	180	(IN)
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	0.60	(%)
EE	0.30	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



HORROCKS ST & OXFORD AVE, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 2



Insert Picture 3



Insert Picture 4



Insert Picture 5



Insert Picture 6



HORROCKS ST & OXFORD AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	11 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	OXFORD	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	OXFORD	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

$Z^\circ = \text{Ramp Angle w/Crosswalk}$

Algebraic Difference = $X\% - (-Y\%)$
Algebraic Difference = $X\% - Y\%$

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-HORROCKSSt-OXFORDAve-HORROCKSSt-OXFORDAve-2023-01-11-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



HORROCKS ST & OXFORD AVE, PennDOT Location ID # 7

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S" _____ %

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %			<u>Comments</u> ▲
*	A	48	(IN)
*	B	43	(IN)
*	C	7.60	(%)
*	D	999	(%) flare built with utility pole, when ur see D
*	E	999	(%)
*	F	3.40	(%)
*	G	7.60	(%)
*	H	8.20	(%)
*	I	8.30	(%)
*	J	60	(IN)
*	K	4	(IN)
*	L	52	(IN)
*	M	60	(IN)
*	N	3	(IN)
*	O	34	(IN)
*	P	48	(IN)
*	Q	0.60	(%)
*	R	999	(%) cannot be completed
*	S	1.40	(%)
*	T		(IN)
*	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	999	(IN) not applicable
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)
*	DD	6.40	(%)
*	EE	999.00	(%) cannot be completed
DWS Transition Strip		NO	
DWS Transition Strip Slope (FF)			(%)



Insert Picture 1



Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



HORROCKS ST & OXFORD AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	OXFORD	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	OXFORD	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

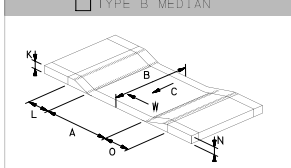
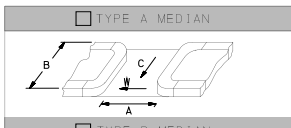
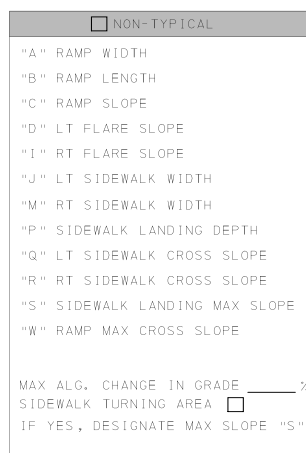
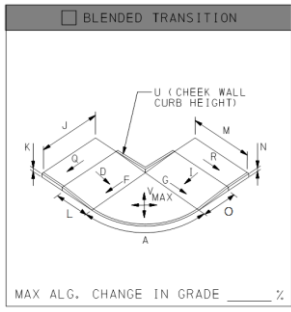
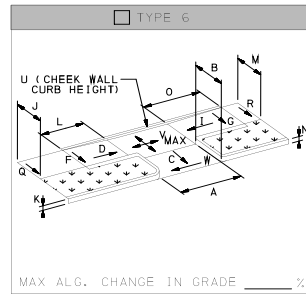
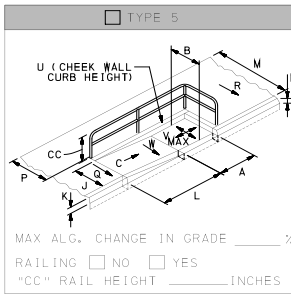
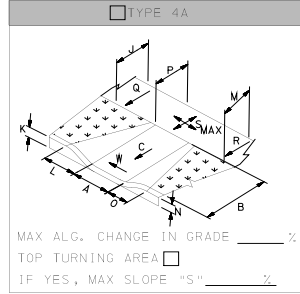
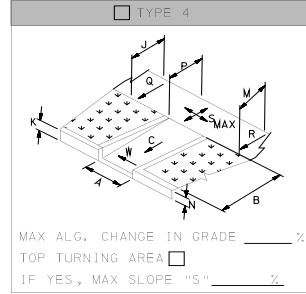
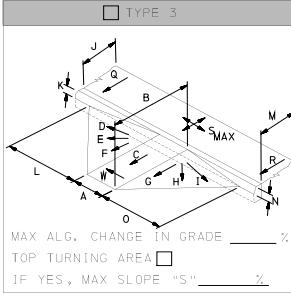
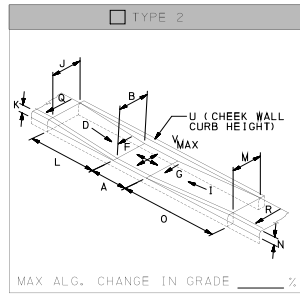
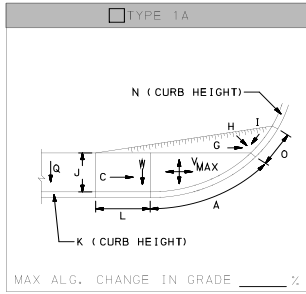
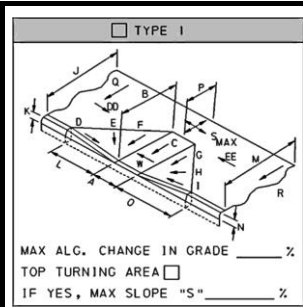
Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



HORROCKS ST & OXFORD AVE, PennDOT Location ID # 9



"0.00" inches or %		
A	48	(IN)
B	70	(IN)
C	0.60	(%)
D	6.70	(%)
E	5.10	(%)
F	1.80	(%)
G	999	(%)
H	999	(%)
I	999	(%)
J	60	(IN)
K	2	(IN)
L	44	(IN)
M	74	(IN)
N	2	(IN)
O	18	(IN)
P	50	(IN)
Q	1.30	(%)
R	4.40	(%)
S	1.30	(%)
T		(IN)
U		(IN)
V		(%)
W	0.50	(%)
X		(IN)
Y		(IN)
YY	999	(IN)
Z		(IN)
ZZ	999	(IN)
AA		(IN)
BB		(IN)
CC		(IN)
DD	2.70	(%)
EE	3.70	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲

grass/tree adjacent to flare
grass/tree adjacent to flare
grass/tree adjacent to flare

not applicable

not applicable



HORROCKS ST & OXFORD AVE, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



HORROCKS ST & UNRUH AVE, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	UNRUH	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	UNRUH	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



HORROCKS ST & UNRUH AVE, PennDOT Location ID # 12

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

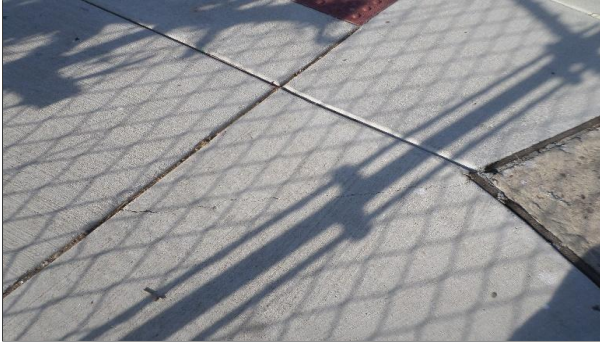
TYPE B MEDIAN

"0.00" inches or %		
A	48	(IN)
B	41	(IN)
C	5.10	(%)
D	9.90	(%)
E	9.90	(%)
F	5.40	(%)
G	4.00	(%)
H	4.90	(%)
I	4.70	(%)
J	59	(IN)
K	4	(IN)
L	36	(IN)
M	62	(IN)
N	2	(IN)
O	28	(IN)
P	48	(IN)
Q	3.60	(%)
R	0.30	(%)
S	0.70	(%)
T		(IN)
U		(IN)
V		(%)
W	0.90	(%)
X		(IN)
Y		(IN)
YY	999	(IN) not applicable
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	2.30	(%)
EE	0.40	(%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		2.60

[Comments](#) ▲



HORROCKS ST & UNRUH AVE, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



HORROCKS ST & UNRUH AVE, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	19 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	UNRUH	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	HORROCKS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

$Z^\circ = \text{Ramp Angle w}\backslash\text{Crosswalk}$

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-HORROCKSAve-2023-01-10-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



HORROCKS ST & UNRUH AVE, PennDOT Location ID # 14

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

Comments ▲

"0.00" inches or %		
A	48	(IN)
B	37	(IN)
C	5.90	(%)
D	9.30	(%)
E	8.50	(%)
F	7.40	(%)
G	6.60	(%)
H	5.60	(%)
I	5.20	(%)
J	59	(IN)
K	2	(IN)
L	29	(IN)
M	62	(IN)
N	3	(IN)
O	28	(IN)
P	48	(IN)
Q	3.60	(%)
R	0.30	(%)
S	0.70	(%)
T		(IN)
U		(IN)
V		(%)
W	0.60	(%)
X		(IN)
Y		(IN)
YY	999	(IN) not applicable
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	2.30	(%)
EE	0.40	(%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		2.90 (%)



HORROCKS ST & UNRUH AVE, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-HORROCKSSi-KNORRSi-HORROCKSSi-KNORRSi-2023-01-09-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %

*	A	48	(IN)
*	B	40	(IN)
*	C	4.00	(%)
*	D	5.60	(%)
*	E	6.20	(%)
*	F	5.00	(%)
*	G	3.20	(%)
*	H	2.40	(%)
*	I	1.00	(%)
*	J	90	(IN)
*	K	2	(IN)
*	L	32	(IN)
*	M	90	(IN)
*	N	2	(IN)
*	O	28	(IN)
*	P	59	(IN)
*	Q	0.90	(%)
*	R	2.30	(%)
*	S	1.40	(%)
*	T		(IN)
*	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN) not applicable
*	Z		(IN)
*	ZZ	999	(IN) not applicable
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)
*	DD	5.10	(%)
*	EE	1.20	(%)
DWS Transition Strip		YES	
DWS Transition Strip Slope (FF)		2.50	(%)

Comments ▲



*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.80	%	0.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	18 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	HORROCKS	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	HORROCKS	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w\Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-HORROCKSSi-KNORRSi-HORROCKSSi-KNORRSi-2023-01-10-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



RR S S RR S enn o ation
1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																									
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>* A</td><td>48 (IN)</td></tr> <tr><td>* B</td><td>40 (IN)</td></tr> <tr><td>* C</td><td>5.90 (%)</td></tr> <tr><td>* D</td><td>8.10 (%)</td></tr> <tr><td>* E</td><td>7.90 (%)</td></tr> <tr><td>* F</td><td>7.50 (%)</td></tr> <tr><td>* G</td><td>5.80 (%)</td></tr> <tr><td>* H</td><td>6.30 (%)</td></tr> <tr><td>* I</td><td>5.50 (%)</td></tr> <tr><td>* J</td><td>90 (IN)</td></tr> <tr><td>* K</td><td>2 (IN)</td></tr> <tr><td>* L</td><td>28 (IN)</td></tr> <tr><td>* M</td><td>90 (IN)</td></tr> <tr><td>* N</td><td>2 (IN)</td></tr> <tr><td>* O</td><td>30 (IN)</td></tr> <tr><td>* P</td><td>58 (IN)</td></tr> <tr><td>* Q</td><td>0.90 (%)</td></tr> <tr><td>* R</td><td>2.30 (%)</td></tr> <tr><td>* S</td><td>1.40 (%)</td></tr> <tr><td>* T</td><td>(IN)</td></tr> <tr><td>* U</td><td>(IN)</td></tr> <tr><td>* V</td><td>(%)</td></tr> <tr><td>* W</td><td>1.30 (%)</td></tr> <tr><td>* X</td><td>(IN)</td></tr> <tr><td>* Y</td><td>(IN)</td></tr> <tr><td>* YY</td><td>999 (IN) not applicable</td></tr> <tr><td>* Z</td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>999 (IN) not applicable</td></tr> <tr><td>* AA</td><td>(IN)</td></tr> <tr><td>* BB</td><td>(IN)</td></tr> <tr><td>* CC</td><td>(IN)</td></tr> <tr><td>* DD</td><td>5.10 (%)</td></tr> <tr><td>* EE</td><td>1.20 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF) (%)</td></tr> </tbody> </table>	"0.00" inches or %		* A	48 (IN)	* B	40 (IN)	* C	5.90 (%)	* D	8.10 (%)	* E	7.90 (%)	* F	7.50 (%)	* G	5.80 (%)	* H	6.30 (%)	* I	5.50 (%)	* J	90 (IN)	* K	2 (IN)	* L	28 (IN)	* M	90 (IN)	* N	2 (IN)	* O	30 (IN)	* P	58 (IN)	* Q	0.90 (%)	* R	2.30 (%)	* S	1.40 (%)	* T	(IN)	* U	(IN)	* V	(%)	* W	1.30 (%)	* X	(IN)	* Y	(IN)	* YY	999 (IN) not applicable	* Z	(IN)	* ZZ	999 (IN) not applicable	* AA	(IN)	* BB	(IN)	* CC	(IN)	* DD	5.10 (%)	* EE	1.20 (%)	DWS Transition Strip NO		DWS Transition Strip Slope (FF) (%)	
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<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																										

Comments ▲



RR S S

RR S enn o ation 1



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



KERPER ST & PENNWAY ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Flemming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	15 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	PENNWAY	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KERPER	(segment)	(offset)
*East Leg Desc.			
*South Leg	PENNWAY	(segment)	(offset)
*South Leg Desc.			
*West Leg	KERPER	(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

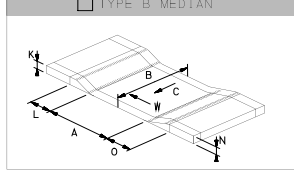
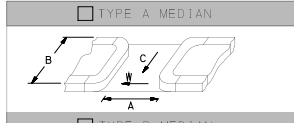
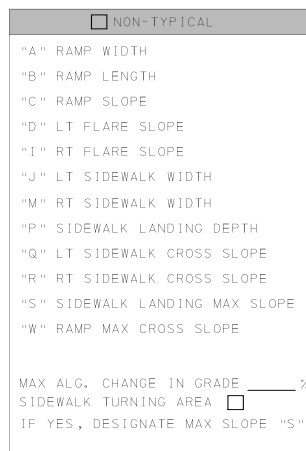
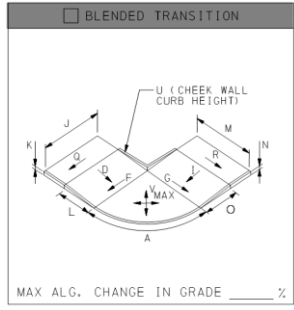
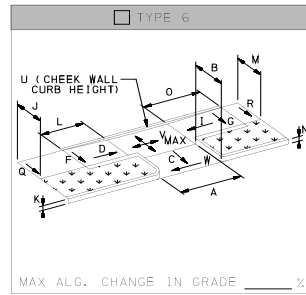
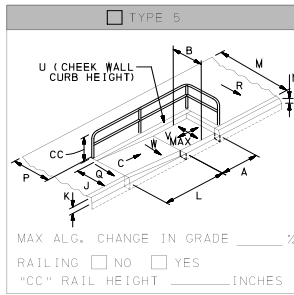
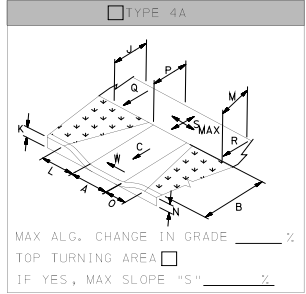
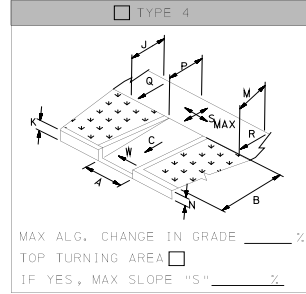
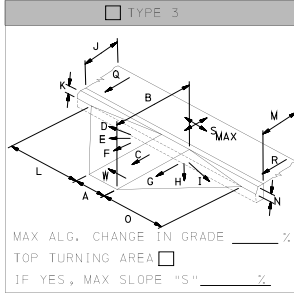
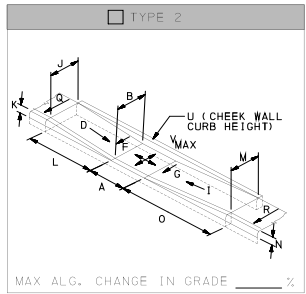
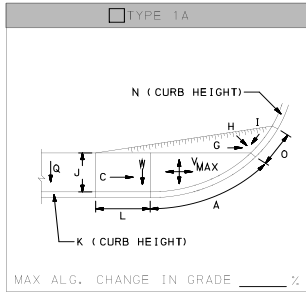
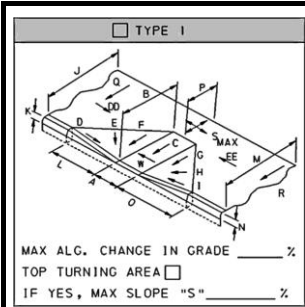
Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



KERPER ST & PENNWAY ST, PennDOT Location ID # 2



"0.00" inches or %		
A	48	(IN)
B	48	(IN)
C	7.00	(%)
D	0.10	(%)
E	2.00	(%)
F	6.00	(%)
G	6.30	(%)
H	5.60	(%)
I	4.00	(%)
J	64	(IN)
K	4	(IN)
L	46	(IN)
M	52	(IN)
N	2	(IN)
O	31	(IN)
P	54	(IN)
Q	1.40	(%)
R	1.20	(%)
S	1.60	(%)
T		(IN)
U		(IN)
V		(%)
W	1.80	(%)
X		(IN)
Y		(IN)
YY	120	(IN)
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	2.70	(%)
EE	3.70	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



KERPER ST & PENNWAY ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KERPER ST & PENNWAY ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.00	%	1.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	12 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	PENNWAY	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KERPER	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	PENNWAY	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KERPER	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



KERPER ST & PENNWAY ST, PennDOT Location ID # 19

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	50 (IN)
*	C	7.70 (%)
*	D	5.70 (%)
*	E	5.90 (%)
*	F	5.90 (%)
*	G	5.30 (%)
*	H	1.90 (%)
*	I	1.70 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	30 (IN)
*	M	60 (IN)
*	N	4 (IN)
*	O	35 (IN)
*	P	55 (IN)
*	Q	1.40 (%)
*	R	0.80 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.00 (%)
*	EE	1.50 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



KERPER ST & PENNWAY ST, PennDOT Location ID # 19



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KERPER ST & WHITAKER AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.00 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	6 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	1.6	
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	WHITAKER	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	KERPER	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	WHITAKER	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	KERPER	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

<p>Z° = Ramp Angle w/Crosswalk</p>	<p>Algebraic Difference = X% - (-Y%)</p>

	<p>120" MIN 120" MAX 42" 60" MAX</p> <p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>
--	---

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-WHITAKER Ave-KERPER St-WHITAKER Ave-KERPER St-2023-01-09-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



KERPER ST & WHITAKER AVE, PennDOT Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>43</td><td>(IN)</td></tr> <tr><td>C</td><td>6.10</td><td>(%)</td></tr> <tr><td>D</td><td>4.80</td><td>(%)</td></tr> <tr><td>E</td><td>5.70</td><td>(%)</td></tr> <tr><td>F</td><td>6.30</td><td>(%)</td></tr> <tr><td>G</td><td>4.20</td><td>(%)</td></tr> <tr><td>H</td><td>7.10</td><td>(%)</td></tr> <tr><td>I</td><td>5.40</td><td>(%)</td></tr> <tr><td>J</td><td>60</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN)</td></tr> <tr><td>L</td><td>36</td><td>(IN)</td></tr> <tr><td>M</td><td>60</td><td>(IN)</td></tr> <tr><td>N</td><td>5</td><td>(IN)</td></tr> <tr><td>O</td><td>68</td><td>(IN)</td></tr> <tr><td>P</td><td>49</td><td>(IN)</td></tr> <tr><td>Q</td><td>1.30</td><td>(%)</td></tr> <tr><td>R</td><td>0.60</td><td>(%)</td></tr> <tr><td>S</td><td>1.70</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>0.40</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>999</td><td>(IN) not applicable</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>1.00</td><td>(%)</td></tr> <tr><td>EE</td><td>6.40</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>YES</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>5.00 (%)</td></tr> </tbody> </table>	"0.00" inches or %			A	48	(IN)	B	43	(IN)	C	6.10	(%)	D	4.80	(%)	E	5.70	(%)	F	6.30	(%)	G	4.20	(%)	H	7.10	(%)	I	5.40	(%)	J	60	(IN)	K	2	(IN)	L	36	(IN)	M	60	(IN)	N	5	(IN)	O	68	(IN)	P	49	(IN)	Q	1.30	(%)	R	0.60	(%)	S	1.70	(%)	T		(IN)	U		(IN)	V		(%)	W	0.40	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	999	(IN) not applicable	AA		(IN)	BB		(IN)	CC		(IN)	DD	1.00	(%)	EE	6.40	(%)	DWS Transition Strip		YES	DWS Transition Strip Slope (FF)		5.00 (%)
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %</p>	<p>Comments</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																																																														
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KERPER ST & WHITAKER AVE, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	2.40 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	8 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	1.5	
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	WHITAKER	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	KERPER	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	WHITAKER	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	KERPER	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

$Z^\circ = \text{Ramp Angle w\Crosswalk}$

Algebraic Difference

$X\%$

Ramp Slope

$-Y\%$

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = $X\% - (-Y\%)$

$X\%$

Ramp Slope

$Y\%$

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = $X\% - Y\%$



KERPER ST & WHITAKER AVE, PennDOT Location ID # 12

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	42 (IN)
*	C	6.10 (%)
*	D	5.10 (%)
*	E	6.10 (%)
*	F	3.50 (%)
*	G	4.80 (%)
*	H	1.50 (%)
*	I	0.10 (%)
*	J	60 (IN)
*	K	3 (IN)
*	L	65 (IN)
*	M	60 (IN)
*	N	2 (IN)
*	O	37 (IN)
*	P	48 (IN)
*	Q	0.40 (%)
*	R	1.50 (%)
*	S	1.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	5.30 (%)
*	EE	2.90 (%)
*	DWS Transition Strip	NO
*	DWS Transition Strip Slope (FF)	(%)



KERPER ST & WHITAKER AVE, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

*Facility Type		Complete Section Below to ADD Location to Transition Plan	
<input type="checkbox"/> Curb Ramp <input type="checkbox"/> Sidewalk <input type="checkbox"/> Ped. Push Button <input type="checkbox"/> Ped. Signal <input type="checkbox"/> Other _____		*Add Location to Transition Plan <input type="checkbox"/> Yes <input type="checkbox"/> No Suggested Repair _____ Approx. Repair Costs _____ Actual Repair Costs _____ Actual Repair _____ Date Repaired _____	
Justification for Technically Infeasible		General Information	
<i>(check all that apply)</i> <input type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 _____ <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		*District: _____ *County: _____ *Township/Boro: _____ Project ECMS # _____	
Project Information		Submitter Information	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic <input type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian Trip Generators <input type="checkbox"/> Yes <input type="checkbox"/> No Safety Concerns <input type="checkbox"/> Yes <input type="checkbox"/> No R9-3A "No Peds" Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Existing Crosswalk <input type="checkbox"/> Yes <input type="checkbox"/> No Existing Sidewalk <input type="checkbox"/> Yes <input type="checkbox"/> No Existing Push Buttons <input type="checkbox"/> Yes <input type="checkbox"/> No ADT _____		Submitted By: David Dlugosz Submitter Company: City of Phila Street Address _____ City State Zip _____ Telephone _____ *Date Submitted: December 8, 2023	
Location Identification		Location Identification	
Whitaker _____ *SR North - Segment, Offset Whitaker _____ *SR South - Segment, Offset Kerper _____ *SR East - Segment, Offset Kerper _____ *SR West - Segment, Offset 12 Location #		Northbound 	
Investigated design alternatives		Why alternative was not selected	
1.) _____		_____	
2.) _____		_____	
3.) _____		_____	
Alternative selected and description of what requirement is not met			
It was determined that a 2.0% crosswalk cross slope at this location was no feasible. A 2.4% cross slope was provided			
ADA Review Committee Recommendation		ADE of Design Approval Status	
<input checked="" type="checkbox"/> Approved 12/9/2022 <input type="checkbox"/> Denied ADA Review Committee Chair - Date		<input checked="" type="checkbox"/> Approved 12/9/2022 <input type="checkbox"/> Denied District ADE of Design - Date	
TIF #: _____			
<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>			

(03-20)



ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

--

Investigated Design Alternative #2

--

Investigated Design Alternative #3

--

Summary

Due to City of Phila policy, crosswalk cross slopes at stop signs may equal but not exceed the slope of the street approaching the crosswalk.
The crosswalk cross slope at ramp #12 was measured at 2.4%, The existing slope of the crosswalk was measured at 3.8%.
As such, the 2.4% cross slope should be accepted

TIF #:

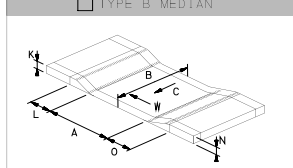
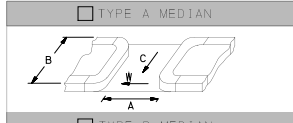
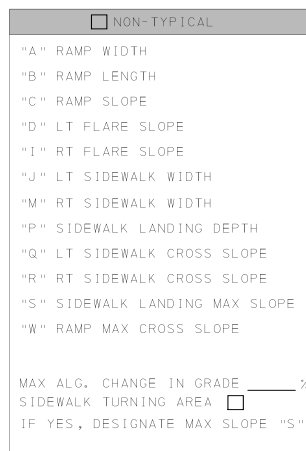
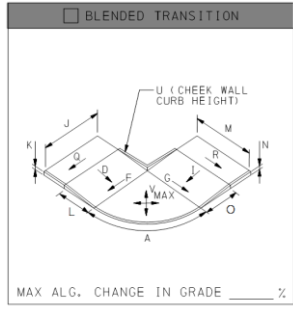
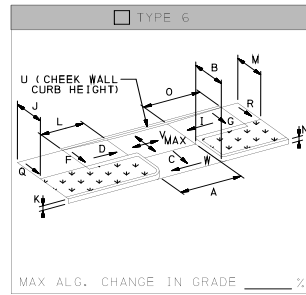
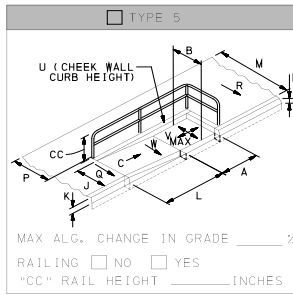
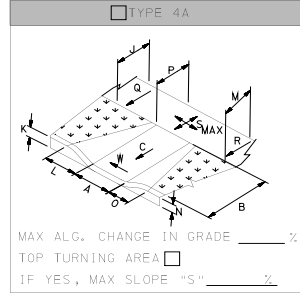
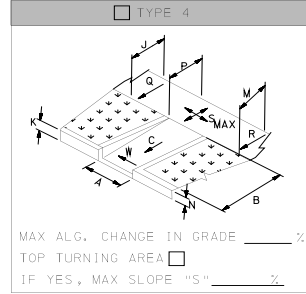
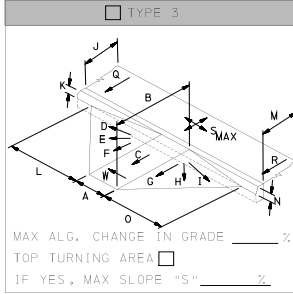
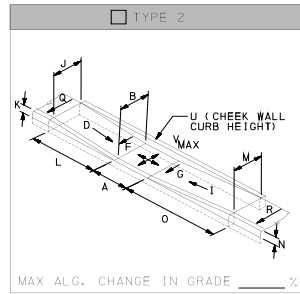
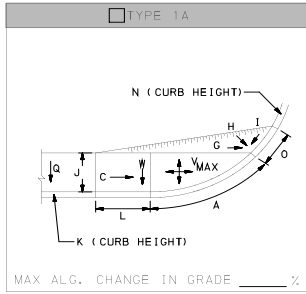
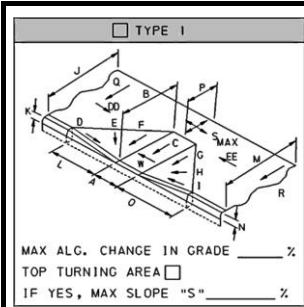
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*



KNORR ST & LARGE ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	24 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	Comments not recorded
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)		12	
*Curb Ramp Type	Type 1		
*North Leg	LARGE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	LARGE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work YES			
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LARGEST-KNORRSt-LARGEST-KNORRSt-2023-01-11-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

KNORR ST & LARGE ST, PennDOT Location ID # 12



"0.00" inches or %		
A	48	(IN)
B	38	(IN)
C	4.40	(%)
D	0.60	(%)
E	3.20	(%)
F	5.10	(%)
G	5.00	(%)
H	5.80	(%)
I	5.70	(%)
J	60	(IN)
K	2	(IN)
L	39	(IN)
M	85	(IN)
N	2	(IN)
O	37	(IN)
P	48	(IN)
Q	1.70	(%)
R	0.30	(%)
S	0.80	(%)
T		(IN)
U		(IN)
V		(%)
W	1.50	(%)
X		(IN)
Y		(IN)
YY	120	(IN)
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	1.50	(%)
EE	4.30	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



KNORR ST & LARGE ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KNORR ST & LARGE ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.80	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	9 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)		14	
*Curb Ramp Type	Type 1		
*North Leg	LARGE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	LARGE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-LARGEST-KNORRSt-LARGEST-KNORRSt-2023-01-11-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p>		
<p><input type="checkbox"/> TYPE B MEDIAN</p>		

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	38 (IN)
*	C	1.50 (%)
*	D	2.00 (%)
*	E	2.50 (%)
*	F	3.00 (%)
*	G	1.40 (%)
*	H	2.30 (%)
*	I	2.50 (%)
*	J	60 (IN)
*	K	2 (IN)
*	L	44 (IN)
*	M	85 (IN)
*	N	3 (IN)
*	O	36 (IN)
*	P	52 (IN)
*	Q	1.70 (%)
*	R	0.30 (%)
*	S	0.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	170 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.60 (%)
*	EE	4.30 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



KNORR ST & LARGE ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KNORR ST & OAKLAND ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)		2023	01	09
Designer 1		Bryan Fleming JJA		
Designer 2		Randy Kravitz TPD		
*Engineering District Code		06 - District 6-0		
*County Name		Philadelphia		
*County Code (auto)		101		
*Municipality Name		Philadelphia City		
*Municipality Code (auto)		60000		
Construction Phase		Constructed		
Ramp Crosses		State Route		
Photo Log Number		N/A		
Number of Photos		0		
Ramp Surface		Concrete		
Surface Stable, Firm, and Slip Resistant		YES		
Elevation Differences > 1/4"		NO		(X/16")
Grate Openings or Gaps > 1/2"		NO		(X/16")
Utilities in Path of Travel		NO		
Water Ponding in Path of Travel		NO		
Detectable Warning Surface (DWS)		YES		
DWS type		PolCom		
Pedestrian Crossing and Type		YES Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path		YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp		2.70	%	0.20 %
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk	19 degrees
Turning Maneuver at Top of Ramp (Smax)		YES Comments:		
ECMS #	Alg Δ Grade (%)	0.0		
Intersection Ramp # of #		1	3	
*Ramp Location (Use Figure Below)		04		
*Curb Ramp Type		Type 1		
*North Leg	OAKLAND	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	KNORR	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	OAKLAND	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	KNORR	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates		Latitude		
	Longitude			

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



KNORR ST & OAKLAND ST, PennDOT Location ID # 4

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	35 (IN)
*	C	4.20 (%)
*	D	5.40 (%)
*	E	5.90 (%)
*	F	4.90 (%)
*	G	4.20 (%)
*	H	5.80 (%)
*	I	5.40 (%)
*	J	90 (IN)
*	K	2 (IN)
*	L	47 (IN)
*	M	90 (IN)
*	N	4 (IN)
*	O	50 (IN)
*	P	53 (IN)
*	Q	1.40 (%)
*	R	1.70 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.80 (%)
*	EE	3.30 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		3.60 (%)



KNORR ST & OAKLAND ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KNORR ST & OAKLAND ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	13 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	3	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	OAKLAND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	OAKLAND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-OAKLANDSt-KNORRSt-OAKLANDSt-KNORRSt-2023-01-11-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



KNORR ST & OXFORD AVE, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KNORR ST & REVERE ST, PennDOT Location ID #

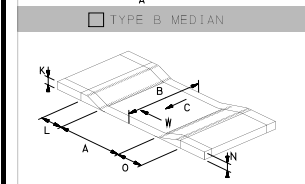
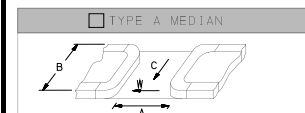
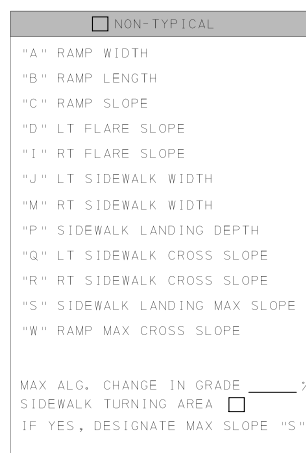
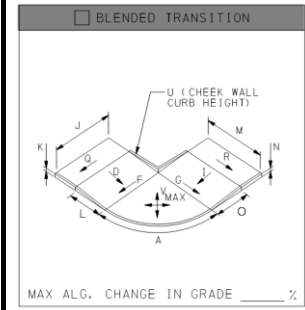
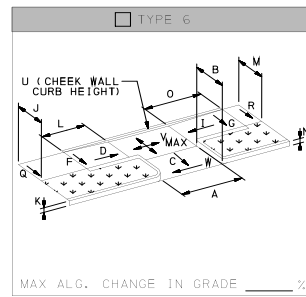
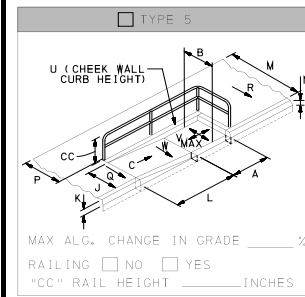
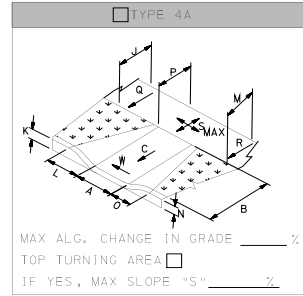
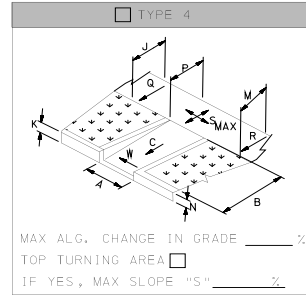
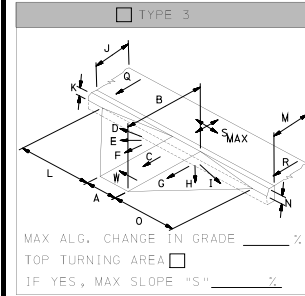
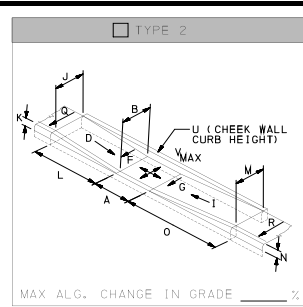
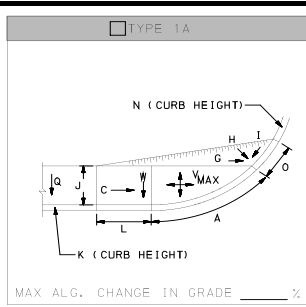
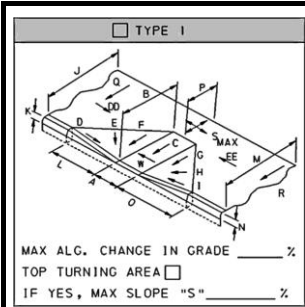
17

*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	19 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	REVERE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	REVERE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-REVEREST-KNORRST-REVEREST-KNORRST-2023-01-05-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



KNORR ST & REVERE ST, PennDOT Location ID # 17



"0.00" inches or %		
A	48	(IN)
B	42	(IN)
C	7.00	(%)
D	5.30	(%)
E	8.00	(%)
F	8.00	(%)
G	7.90	(%)
H	6.00	(%)
I	3.60	(%)
J	60	(IN)
K	2	(IN)
L	50	(IN)
M	60	(IN)
N	2	(IN)
O	46	(IN)
P	48	(IN)
Q	1.80	(%)
R	1.80	(%)
S	1.90	(%)
T		(IN)
U		(IN)
V		(%)
W	1.40	(%)
X		(IN)
Y		(IN)
YY	120	(IN)
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	1.80	(%)
EE	2.00	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



KNORR ST & REVERE ST, PennDOT Location ID # 17



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KNORR ST & RISING SUN AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	6.00	%	0.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	1.3	
Intersection Ramp # of #	3	5	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	RISING SUN	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	RISING SUN	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-RISINGSUNave-KNORRSt-RISINGSUNave-KNORRSt-2023-01-11-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



KNORR ST & RISING SUN AVE, PennDOT
Location ID # 7

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p>		
<p><input type="checkbox"/> TYPE B MEDIAN</p>		

"0.00" inches or %		
A	48	(IN)
B	90	(IN)
C	2.30	(%)
D	8.90	(%)
E	6.80	(%)
F	1.40	(%)
G	2.90	(%)
H	4.80	(%)
I	5.70	(%)
J	147	(IN)
K	2	(IN)
L	37	(IN)
M	155	(IN)
N	4	(IN)
O	36	(IN)
P	48	(IN)
Q	0.20	(%)
R	1.20	(%)
S	1.60	(%)
T		(IN)
U		(IN)
V		(%)
W	1.80	(%)
X		(IN)
Y		(IN)
YY	999	(IN) not applicable
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	8.30	(%)
EE	1.50	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



KNORR ST & RISING SUN AVE, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KNORR ST & RISING SUN AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	01	11
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	4	5	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	RISING SUN	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	RISING SUN	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



KNORR ST & RISING SUN AVE, PennDOT Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	87 (IN)
*	C	3.60 (%)
*	D	6.40 (%)
*	E	6.40 (%)
*	F	4.60 (%)
*	G	4.80 (%)
*	H	6.10 (%)
*	I	5.60 (%)
*	J	147 (IN)
*	K	2 (IN)
*	L	36 (IN)
*	M	155 (IN)
*	N	2 (IN)
*	O	37 (IN)
*	P	48 (IN)
*	Q	0.20 (%)
*	R	1.20 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	8.30 (%)
*	EE	1.50 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



KNORR ST & RISING SUN AVE, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KNORR ST & RISING SUN AVE, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)		2023	01	11
Designer 1		Bryan Fleming JJA		
Designer 2		Randy Kravitz TPD		
*Engineering District Code		06 - District 6-0		
*County Name		Philadelphia		
*County Code (auto)		101		
*Municipality Name		Philadelphia City		
*Municipality Code (auto)		60000		
Construction Phase		Constructed		
Ramp Crosses		State Route		
Photo Log Number		N/A		
Number of Photos		2		
Ramp Surface		Concrete		
Surface Stable, Firm, and Slip Resistant		YES		
Elevation Differences > 1/4"		NO		(X/16")
Grate Openings or Gaps > 1/2"		NO		(X/16")
Utilities in Path of Travel		NO		
Water Ponding in Path of Travel		NO		
Detectable Warning Surface (DWS)		YES		
DWS type		PolCom		
Pedestrian Crossing and Type		YES Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path		YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp		3.90	%	2.00 %
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk	5 degrees
Turning Maneuver at Top of Ramp (Smax)		YES Comments:		
ECMS #	Alg Δ Grade (%)			0.0
Intersection Ramp # of #		5		5
*Ramp Location (Use Figure Below)				12
*Curb Ramp Type		Type 1		
*North Leg	RISING SUN	(segment)		(offset)
*North Leg Desc.	Ave			
*East Leg	KNORR	(segment)		(offset)
*East Leg Desc.	St			
*South Leg	RISING SUN	(segment)		(offset)
*South Leg Desc.	Ave			
*West Leg	KNORR	(segment)		(offset)
*West Leg Desc.	St			
Ramp Coordinates		Latitude		
		Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

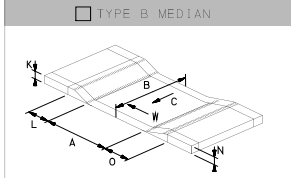
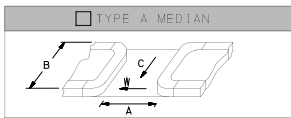
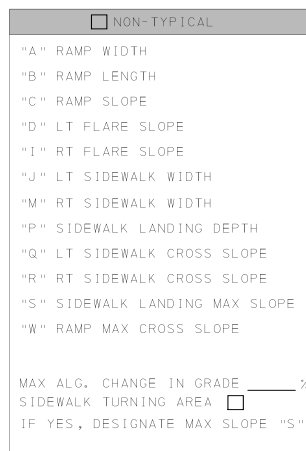
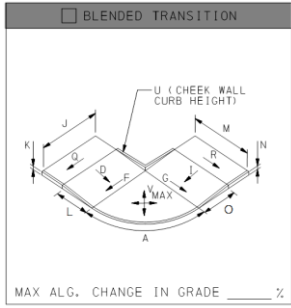
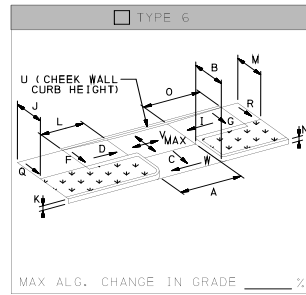
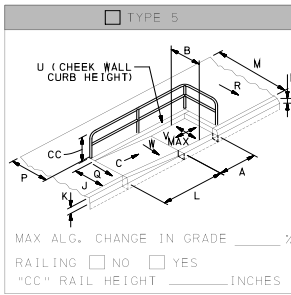
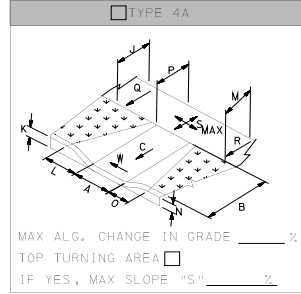
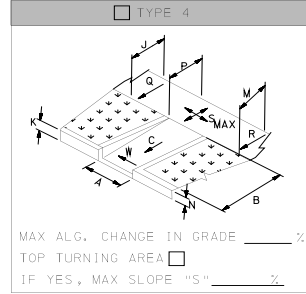
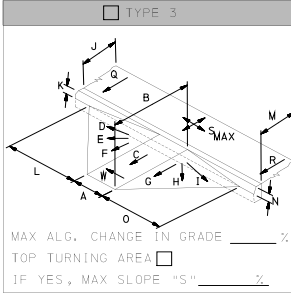
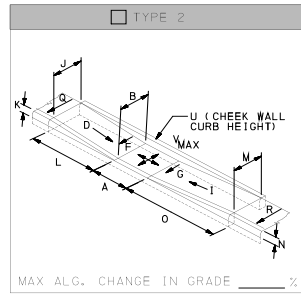
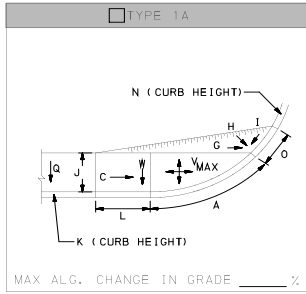
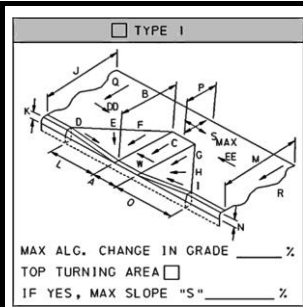
Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



KNORR ST & RISING SUN AVE, PennDOT
Location ID # 12



"0.00" inches or %		
*	A	48 (IN)
*	B	35 (IN)
*	C	7.20 (%)
*	D	2.30 (%)
*	E	5.50 (%)
*	F	7.30 (%)
*	G	7.70 (%)
*	H	10.00 (%)
*	I	7.80 (%)
*	J	91 (IN)
*	K	2 (IN)
*	L	28 (IN)
*	M	136 (IN)
*	N	2 (IN)
*	O	30 (IN)
*	P	48 (IN)
*	Q	1.40 (%)
*	R	0.80 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.80 (%)
*	EE	0.40 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



KNORR ST & RISING SUN AVE, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



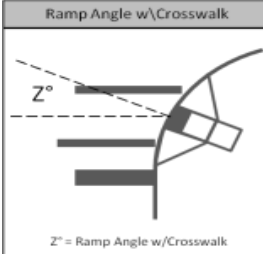
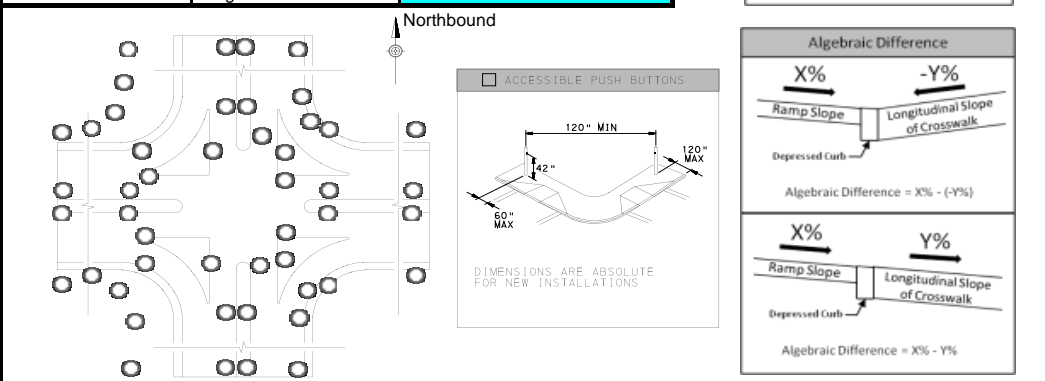
Insert Picture 3



Insert Picture 6

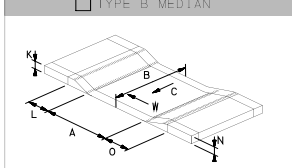
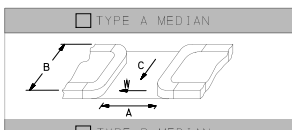
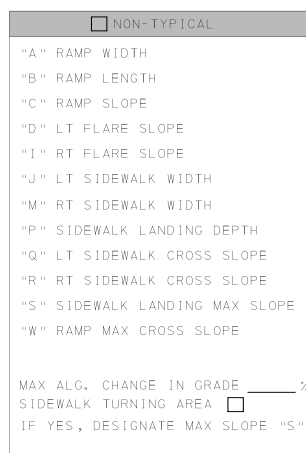
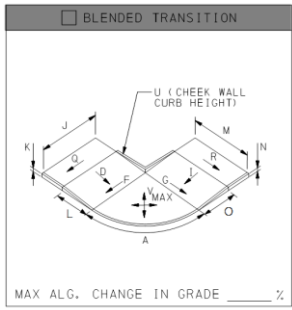
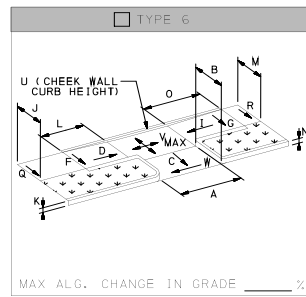
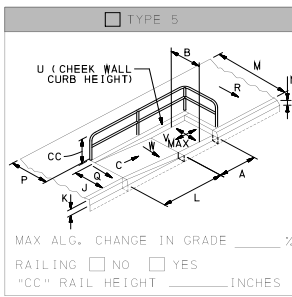
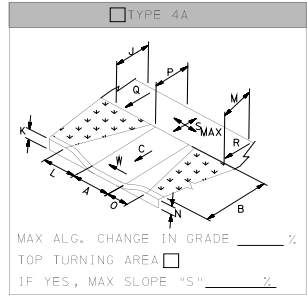
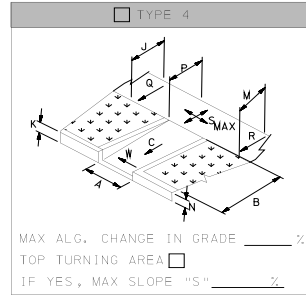
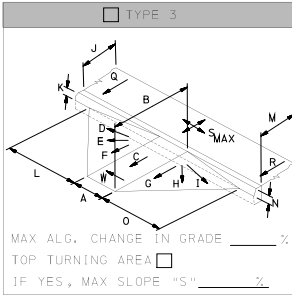
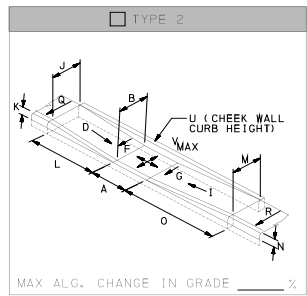
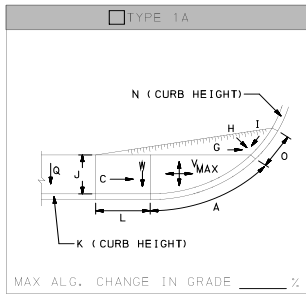
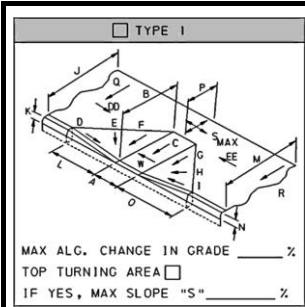


KNORR ST & ROWLAND AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)		2023	01	10
Designer 1		Bryan Fleming JJA		
Designer 2		Randy Kravitz TPD		
*Engineering District Code		06 - District 6-0		
*County Name		Philadelphia		
*County Code (auto)		101		
*Municipality Name		Philadelphia City		
*Municipality Code (auto)		60000		
Construction Phase		Constructed		
Ramp Crosses		State Route		
Photo Log Number		N/A		
Number of Photos		0		
Ramp Surface		Concrete		
Surface Stable, Firm, and Slip Resistant		YES		
Elevation Differences > 1/4"		NO		(X/16")
Grate Openings or Gaps > 1/2"		NO		(X/16")
Utilities in Path of Travel		NO		
Water Ponding in Path of Travel		NO		
Detectable Warning Surface (DWS)		YES		
DWS type		PolCom		
Pedestrian Crossing and Type		YES Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path		YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp		1.90	%	1.90 %
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk	26 degrees
Turning Maneuver at Top of Ramp (Smax)		YES Comments:		
ECMS #		Alg Δ Grade (%)	8.1	Telephone Pole; Prior to being told the 20% rule
Intersection Ramp # of #		1	8	
*Ramp Location (Use Figure Below)		02		
*Curb Ramp Type		Type 1		
*North Leg	ROWLAND	(segment)	(offset)	<div style="text-align: center;">  <p>Z° = Ramp Angle w/Crosswalk</p> </div>
*North Leg Desc.	Ave			
*East Leg	KNORR	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	ROWLAND	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	KNORR	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates		Latitude		
		Longitude		
				
Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work		YES		
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)		C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-01-10-2-Type1		
Status		Current		
Archive Ramp at location #:		N/A		
Level of Service		Meets RC-67M		



KNORR ST & ROWLAND AVE, PennDOT Location ID # 2



"0.00" inches or %		
A	48	(IN)
B	47	(IN)
C	4.90	(%)
D	4.50	(%)
E	999	(%)
F	5.90	(%)
G	6.70	(%)
H	5.70	(%)
I	0.60	(%)
J	88	(IN)
K	5	(IN)
L	41	(IN)
M	90	(IN)
N	2	(IN)
O	18	(IN)
P	54	(IN)
Q	0.70	(%)
R	1.90	(%)
S	1.50	(%)
T		(IN)
U		(IN)
V		(%)
W	1.20	(%)
X		(IN)
Y		(IN)
YY	120	(IN)
Z		(IN)
ZZ	999	(IN)
AA		(IN)
BB		(IN)
CC		(IN)
DD	2.50	(%)
EE	3.00	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲

comments not included

no info



KNORR ST & ROWLAND AVE, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KNORR ST & ROWLAND AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)		2023	01	05
Designer 1		Bryan Fleming J. J. Anderson		
Designer 2		Randy Kravitz Traffic, Planning & Design, TPD		
*Engineering District Code		06 - District 6-0		
*County Name		Philadelphia		
*County Code (auto)		101		
*Municipality Name		Philadelphia City		
*Municipality Code (auto)		60000		
Construction Phase		Constructed		
Ramp Crosses		State Route		
Photo Log Number		N/A		
Number of Photos		0		
Ramp Surface		Concrete		
Surface Stable, Firm, and Slip Resistant		YES		
Elevation Differences > 1/4"		NO 0 (X/16")		
Grate Openings or Gaps > 1/2"		NO (X/16")		
Utilities in Path of Travel		NO		
Water Ponding in Path of Travel		NO		
Detectable Warning Surface (DWS)		YES		
DWS type		PolCom		
Pedestrian Crossing and Type		YES Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path		YES		Crossing Control Type Stop/Yield
Longitudinal / Cross slope in Front of Ramp		1.90	%	2.00
Turning Maneuver in Street		NO		Ramp Angle with Crosswalk 13 degrees
Turning Maneuver at Top of Ramp (Smax)		YES Comments:		
ECMS #	Alg Δ Grade (%)	12.4		
Intersection Ramp # of #		4	8	
*Ramp Location (Use Figure Below)		09		
*Curb Ramp Type		Type 1		
*North Leg	ROWLAND	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	KNORR	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	ROWLAND	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	KNORR	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates		Latitude		
		Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

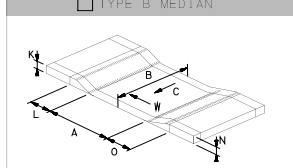
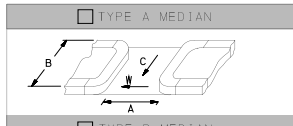
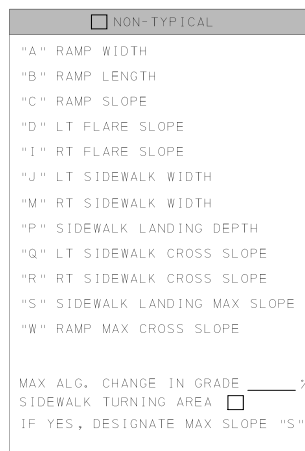
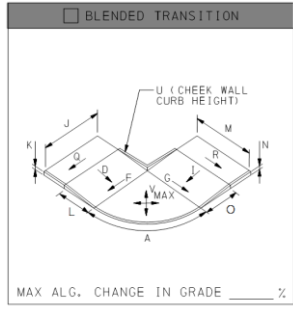
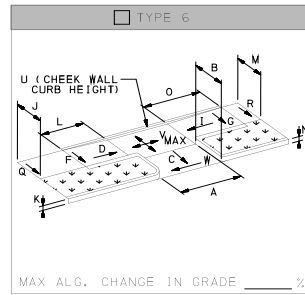
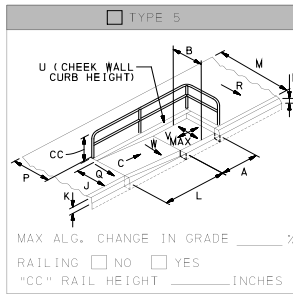
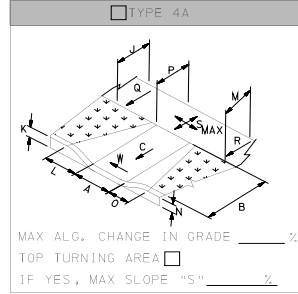
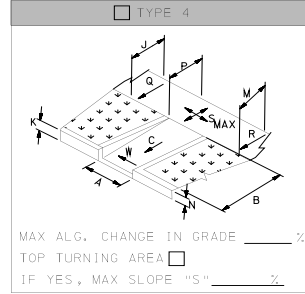
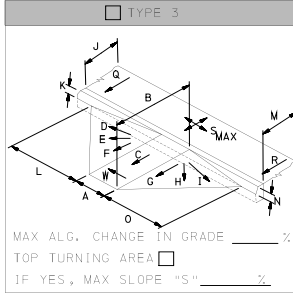
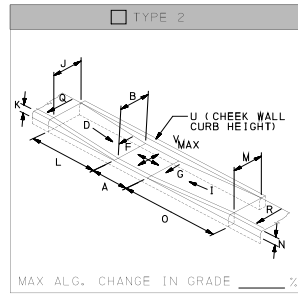
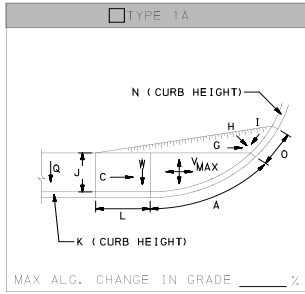
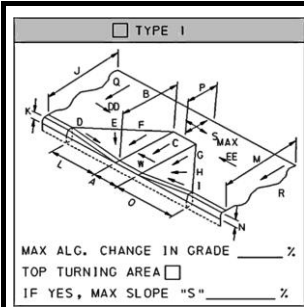
Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



KNORR ST & ROWLAND AVE, PennDOT Location ID # 9



"0.00" inches or %		
A	48	(IN)
B	40	(IN)
C	7.50	(%)
D	6.20	(%)
E	7.20	(%)
F	7.30	(%)
G	8.00	(%)
H	6.00	(%)
I	1.20	(%)
J	48	(IN)
K	2	(IN)
L	36	(IN)
M	60	(IN)
N	2	(IN) 1, but not flush
O	30	(IN)
P	60	(IN)
Q	1.20	(%)
R	1.40	(%)
S	2.00	(%)
T		(IN)
U		(IN)
V		(%)
W	2.00	(%)
X		(IN)
Y		(IN)
YY	120	(IN)
Z		(IN)
ZZ	62	(IN)
AA		(IN)
BB		(IN)
CC		(IN)
DD	4.20	(%)
EE	2.80	(%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		4.90 (%)

Comments ▲



KNORR ST & ROWLAND AVE, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



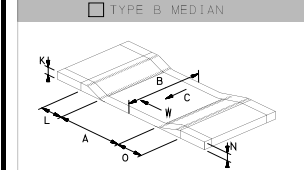
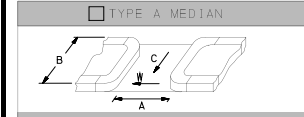
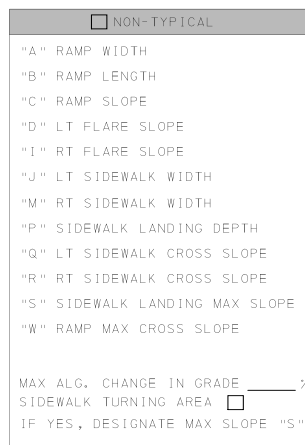
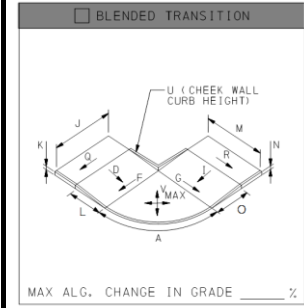
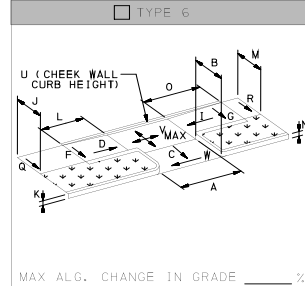
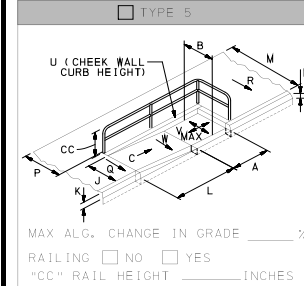
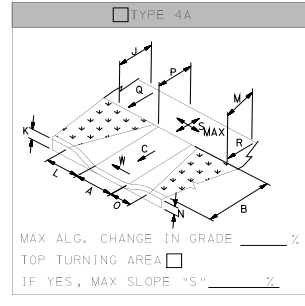
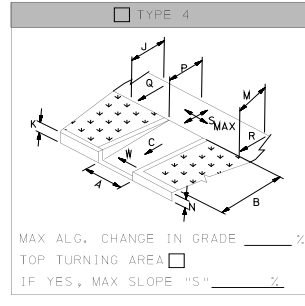
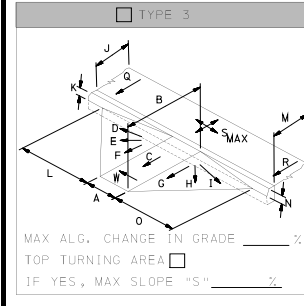
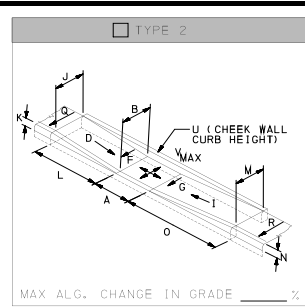
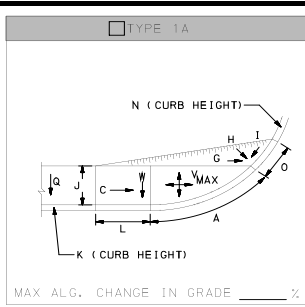
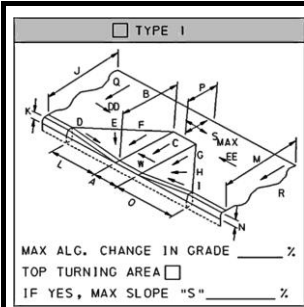
KNORR ST & RUTLAND ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	6.00	%	0.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	23 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	Comments not recorded
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)		14	
*Curb Ramp Type	Type 1		
*North Leg	RUTLAND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	RUTLAND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-RUTLANDSt-KNORRSt-RUTLANDSt-KNORRSt-2023-01-10-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



KNORR ST & RUTLAND ST, PennDOT Location ID # 14



"0.00" inches or %		
A	48	(IN)
B	35	(IN)
C	6.40	(%)
D	9.80	(%)
E	10.80	(%)
F	7.20	(%)
G	6.00	(%)
H	2.50	(%)
I	2.40	(%)
J	90	(IN)
K	2	(IN)
L	35	(IN)
M	75	(IN)
N	2	(IN)
O	27	(IN)
P	48	(IN)
Q	0.70	(%)
R	0.20	(%)
S	2.00	(%)
T		(IN)
U		(IN)
V		(%)
W	1.30	(%)
X		(IN)
Y		(IN)
YY	999	(IN) not applicable
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	2.90	(%)
EE	1.90	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



KNORR ST & RUTLAND ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KNORR ST & SACKETT ST, PennDOT Location ID #

2

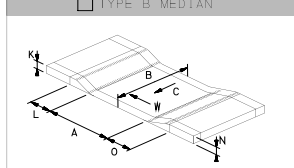
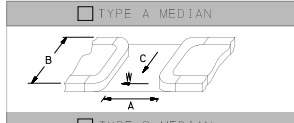
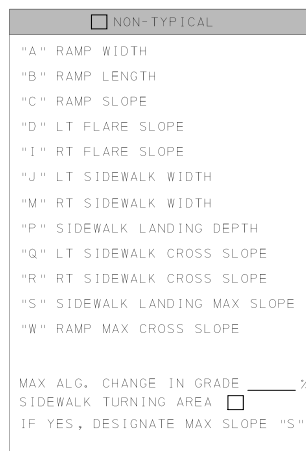
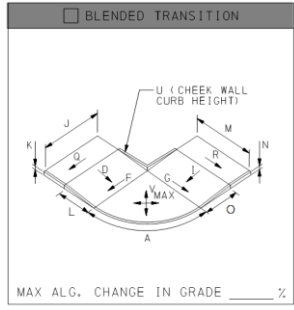
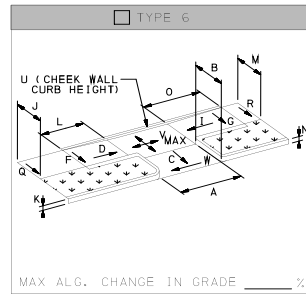
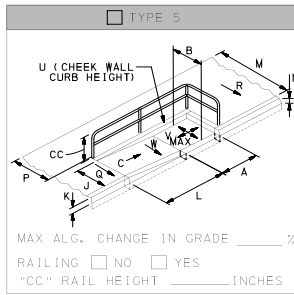
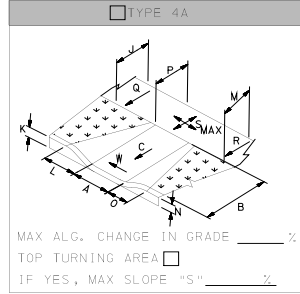
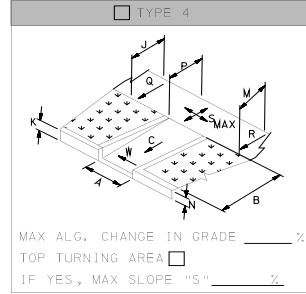
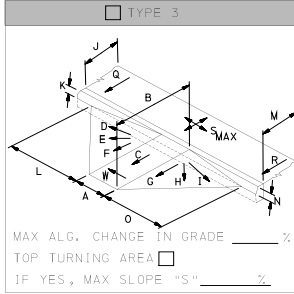
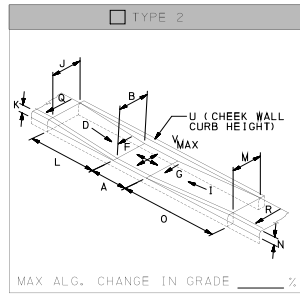
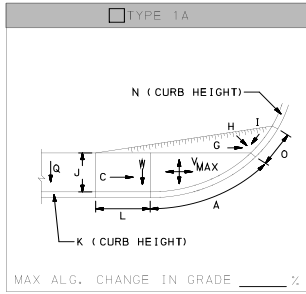
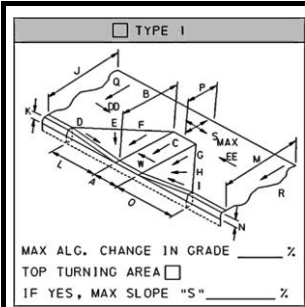
*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.70 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	SACKETT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	SACKETT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

	<p>Z° = Ramp Angle w\Crosswalk</p>

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-01-05-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



KNORR ST & SACKETT ST, PennDOT Location ID # 2



"0.00" inches or %		
A	48	(IN)
B	46	(IN)
C	3.50	(%)
D	3.20	(%)
E	5.20	(%)
F	4.90	(%)
G	2.00	(%)
H	2.70	(%)
I	5.20	(%)
J	60	(IN)
K	3	(IN)
L	29	(IN)
M	60	(IN)
N	2	(IN)
O	33	(IN)
P	54	(IN)
Q	1.50	(%)
R	2.00	(%)
S	1.50	(%)
T		(IN)
U		(IN)
V		(%)
W	0.90	(%)
X		(IN)
Y		(IN)
YY	120	(IN)
Z		(IN)
ZZ	999	(IN) not available
AA		(IN)
BB		(IN)
CC		(IN)
DD	3.60	(%)
EE	4.50	(%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		3.80 (%)

Comments ▲



KNORR ST & SACKETT ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



KNORR ST & SACKETT ST, PennDOT Location ID #

9

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	7.00	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	14 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.7	
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	SACKETT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	SACKETT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-01-10-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



KNORR ST & SACKETT ST, PennDOT Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #e0e0e0;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>45</td><td>(IN)</td></tr> <tr><td>C</td><td>6.20</td><td>(%)</td></tr> <tr><td>D</td><td>9.40</td><td>(%)</td></tr> <tr><td>E</td><td>10.60</td><td>(%)</td></tr> <tr><td>F</td><td>8.30</td><td>(%)</td></tr> <tr><td>G</td><td>6.30</td><td>(%)</td></tr> <tr><td>H</td><td>4.00</td><td>(%)</td></tr> <tr><td>I</td><td>0.70</td><td>(%)</td></tr> <tr><td>J</td><td>60</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN)</td></tr> <tr><td>L</td><td>34</td><td>(IN)</td></tr> <tr><td>M</td><td>60</td><td>(IN)</td></tr> <tr><td>N</td><td>20</td><td>(IN)</td></tr> <tr><td>O</td><td>46</td><td>(IN)</td></tr> <tr><td>P</td><td>48</td><td>(IN)</td></tr> <tr><td>Q</td><td>1.50</td><td>(%)</td></tr> <tr><td>R</td><td>1.60</td><td>(%)</td></tr> <tr><td>S</td><td>1.20</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.10</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>2.00</td><td>(%)</td></tr> <tr><td>EE</td><td>2.00</td><td>(%)</td></tr> <tr style="background-color: #e0e0e0;"><td colspan="2" style="text-align: center;">DWS Transition Strip</td><td style="text-align: center;">NO</td></tr> <tr><td colspan="2" style="text-align: center;">DWS Transition Strip Slope (FF)</td><td style="text-align: center;">(%)</td></tr> </tbody> </table>	"0.00" inches or %			A	48	(IN)	B	45	(IN)	C	6.20	(%)	D	9.40	(%)	E	10.60	(%)	F	8.30	(%)	G	6.30	(%)	H	4.00	(%)	I	0.70	(%)	J	60	(IN)	K	2	(IN)	L	34	(IN)	M	60	(IN)	N	20	(IN)	O	46	(IN)	P	48	(IN)	Q	1.50	(%)	R	1.60	(%)	S	1.20	(%)	T		(IN)	U		(IN)	V		(%)	W	1.10	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	2.00	(%)	EE	2.00	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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DWS Transition Strip Slope (FF)		(%)																																																																																																													
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																													
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																														
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																														
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲



KNORR ST & SACKETT ST, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

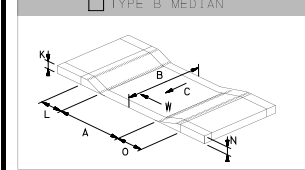
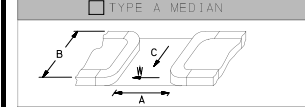
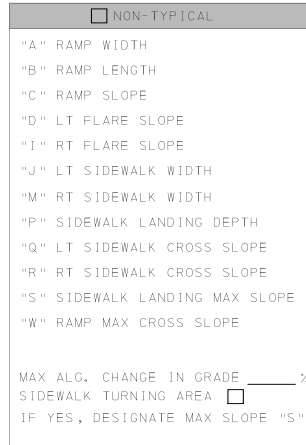
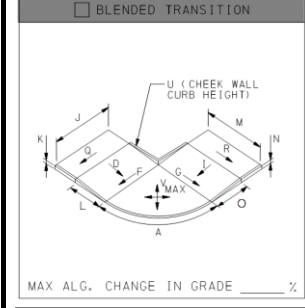
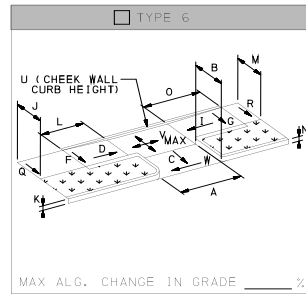
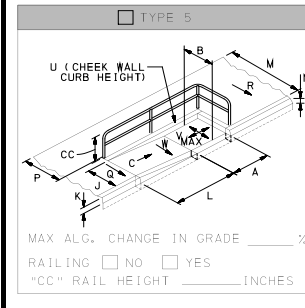
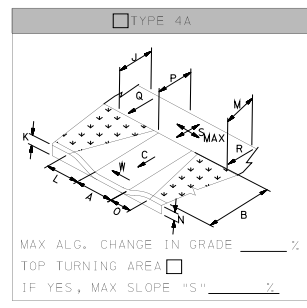
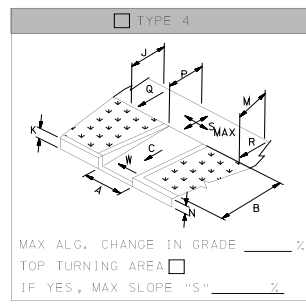
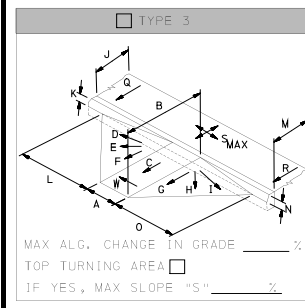
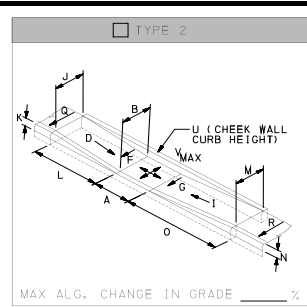
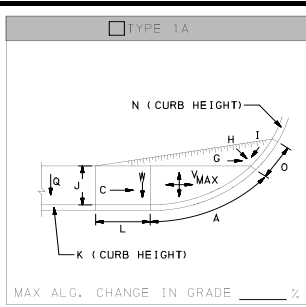
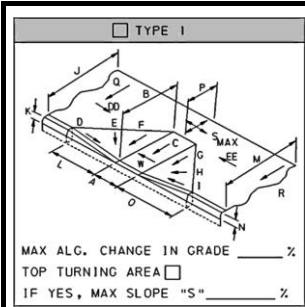


KNORR ST & SOUDER ST, PennDOT Location ID #

4

*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.20	%	0.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	26 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	Comments not recorded
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)		04	
*Curb Ramp Type	Type 1		
*North Leg	SOUDER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	SOUDER	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	KNORR	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work YES			
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SOUDERSt-KNORRSt-SOUDERSt-KNORRSt-2023-01-09-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

KNORR ST & SOUDER ST, PennDOT Location ID # 4



"0.00" inches or %		
A	48	(IN)
B	30	(IN)
C	3.60	(%)
D	3.90	(%)
E	6.10	(%)
F	5.10	(%)
G	2.80	(%)
H	3.80	(%)
I	4.30	(%)
J	87	(IN)
K	2	(IN)
L	46	(IN)
M	82	(IN)
N	2	(IN)
O	33	(IN)
P	52	(IN)
Q	0.80	(%)
R	1.30	(%)
S	0.90	(%)
T		(IN)
U		(IN)
V		(%)
W	1.50	(%)
X		(IN)
Y		(IN)
YY	999	(IN) not applicable
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	0.70	(%)
EE	7.20	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



KNORR ST & SOUDER ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



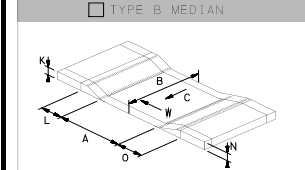
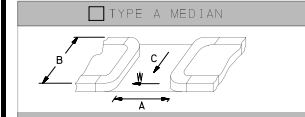
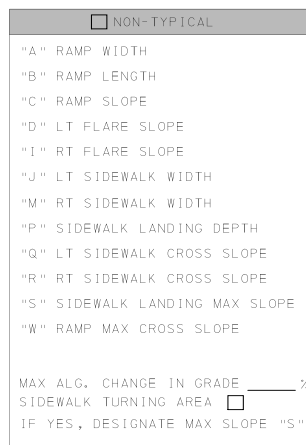
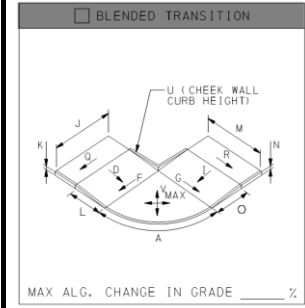
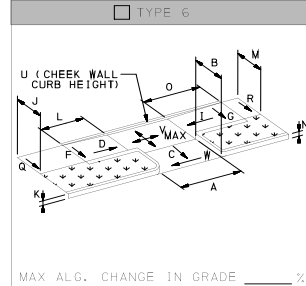
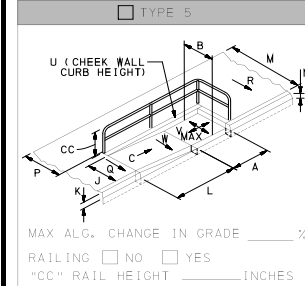
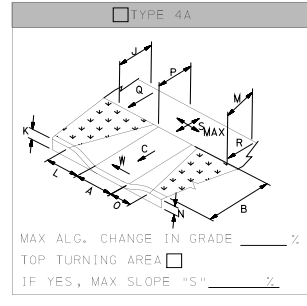
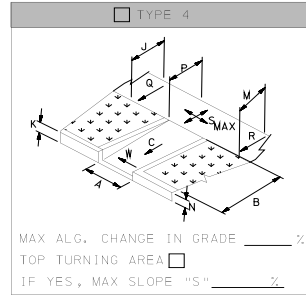
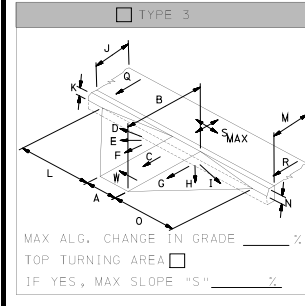
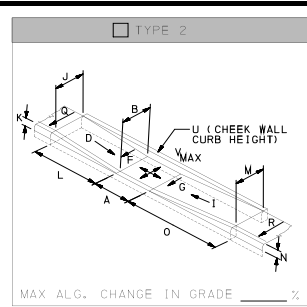
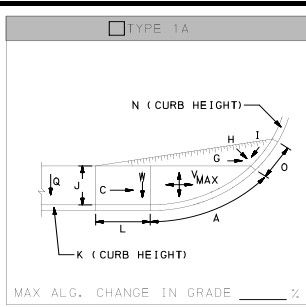
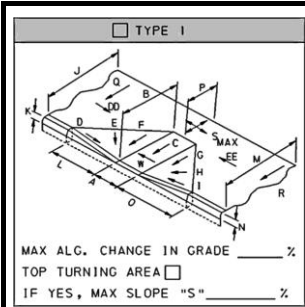
LARGE ST & PRATT ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.30	%	1.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	3.7	
Intersection Ramp # of #	3	6	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	LARGE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	PRATT	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	LARGE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	PRATT	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES		
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LARGESt-PRATTSt-LARGESt-PRATTSt-2023-01-10-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		



LARGE ST & PRATT ST, PennDOT Location ID # 7



"0.00" inches or %		
A	48	(IN)
B	42	(IN)
C	6.70	(%)
D	8.30	(%)
E	8.60	(%)
F	5.60	(%)
G	6.60	(%)
H	7.70	(%)
I	6.30	(%)
J	48	(IN)
K	3	(IN)
L	32	(IN)
M	100	(IN)
N	2	(IN)
O	27	(IN)
P	49	(IN)
Q	1.60	(%)
R	0.70	(%)
S	0.20	(%)
T		(IN)
U		(IN)
V		(%)
W	1.00	(%)
X		(IN)
Y		(IN)
YY	999	(IN) not applicable
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	0.60	(%)
EE	0.70	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



LARGE ST & PRATT ST, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



LARGE ST & PRATT ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	1.3	
Intersection Ramp # of #	4	6	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	LARGE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	PRATT	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	LARGE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	PRATT	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

$Z^\circ = \text{Ramp Angle w\Crosswalk}$

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-LARGESt-PRATTSt-LARGESt-PRATTSt-2023-01-09-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



LARGE ST & PRATT ST, PennDOT Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>41</td><td>(IN)</td></tr> <tr><td>C</td><td>7.50</td><td>(%)</td></tr> <tr><td>D</td><td>6.80</td><td>(%)</td></tr> <tr><td>E</td><td>7.40</td><td>(%)</td></tr> <tr><td>F</td><td>5.60</td><td>(%)</td></tr> <tr><td>G</td><td>6.10</td><td>(%)</td></tr> <tr><td>H</td><td>8.20</td><td>(%)</td></tr> <tr><td>I</td><td>5.30</td><td>(%)</td></tr> <tr><td>J</td><td>48</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN)</td></tr> <tr><td>L</td><td>26</td><td>(IN)</td></tr> <tr><td>M</td><td>100</td><td>(IN)</td></tr> <tr><td>N</td><td>4</td><td>(IN)</td></tr> <tr><td>O</td><td>35</td><td>(IN)</td></tr> <tr><td>P</td><td>50</td><td>(IN)</td></tr> <tr><td>Q</td><td>1.60</td><td>(%)</td></tr> <tr><td>R</td><td>0.70</td><td>(%)</td></tr> <tr><td>S</td><td>0.20</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.30</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>180</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>50</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>0.60</td><td>(%)</td></tr> <tr><td>EE</td><td>0.70</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			A	48	(IN)	B	41	(IN)	C	7.50	(%)	D	6.80	(%)	E	7.40	(%)	F	5.60	(%)	G	6.10	(%)	H	8.20	(%)	I	5.30	(%)	J	48	(IN)	K	2	(IN)	L	26	(IN)	M	100	(IN)	N	4	(IN)	O	35	(IN)	P	50	(IN)	Q	1.60	(%)	R	0.70	(%)	S	0.20	(%)	T		(IN)	U		(IN)	V		(%)	W	1.30	(%)	X		(IN)	Y		(IN)	YY	180	(IN)	Z		(IN)	ZZ	50	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	0.60	(%)	EE	0.70	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲



LARGE ST & PRATT ST, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



LARGE ST & PRATT ST, PennDOT Location ID # 12

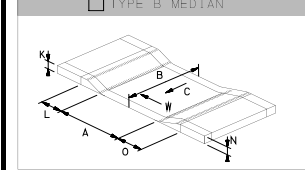
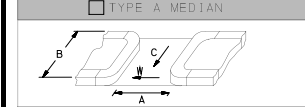
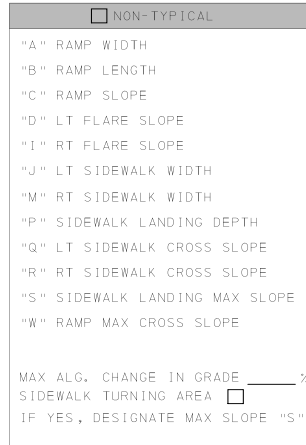
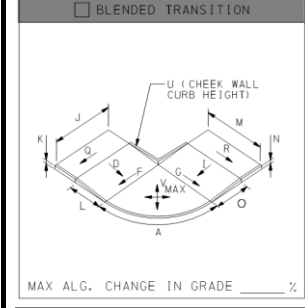
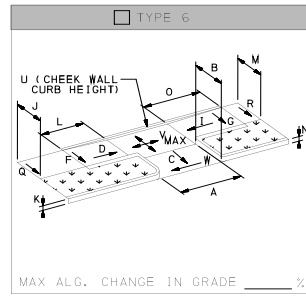
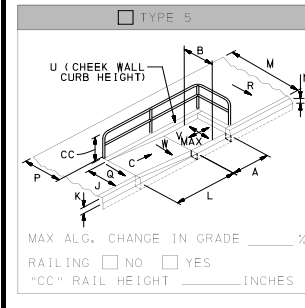
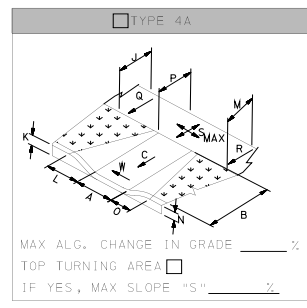
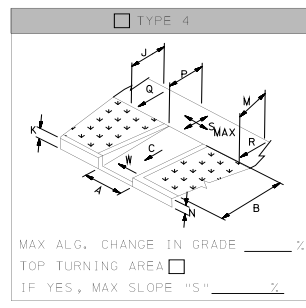
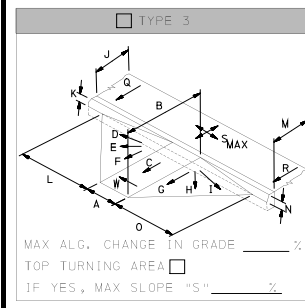
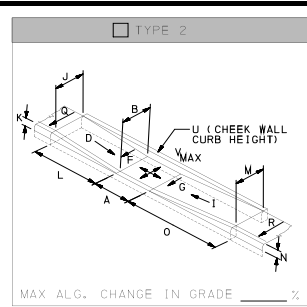
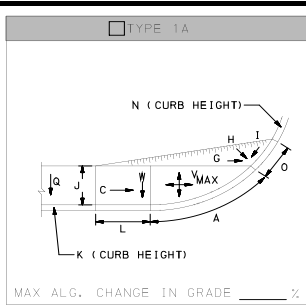
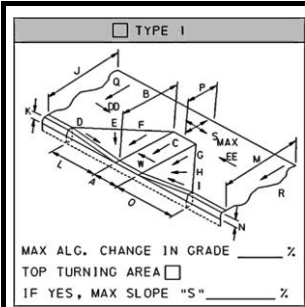
*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.80	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	7 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	2.0	
Intersection Ramp # of #	5	6	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	LARGE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	PRATT	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	LARGE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	PRATT	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

<p>Z° = Ramp Angle w/Crosswalk</p>	<p>Algebraic Difference = X% - (-Y%)</p>

	<p>Northbound</p> <p>ACCESSIBLE PUSH BUTTONS</p> <p>120" MIN</p> <p>42"</p> <p>60" MAX</p> <p>120" MAX</p> <p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>
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Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-LARGEST-PRATTSt-LARGEST-PRATTSt-2023-01-09-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

LARGE ST & PRATT ST, PennDOT Location ID # 12



"0.00" inches or %		
A	48	(IN)
B	46	(IN)
C	5.70	(%)
D	5.40	(%)
E	7.60	(%)
F	5.60	(%)
G	7.00	(%)
H	8.10	(%)
I	7.00	(%)
J	100	(IN)
K	3	(IN)
L	43	(IN)
M	100	(IN)
N	3	(IN)
O	36	(IN)
P	53	(IN)
Q	1.30	(%)
R	1.00	(%)
S	1.00	(%)
T		(IN)
U		(IN)
V		(%)
W	1.30	(%)
X		(IN)
Y		(IN)
YY	180	(IN)
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	3.50	(%)
EE	2.60	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



LARGE ST & PRATT ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



AR S A S enn o ation
1

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	5.80	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.3	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	LARGE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WAKELING	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	LARGE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WAKELING	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

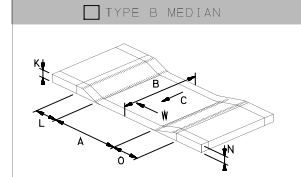
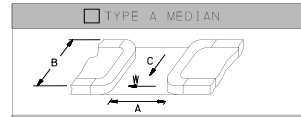
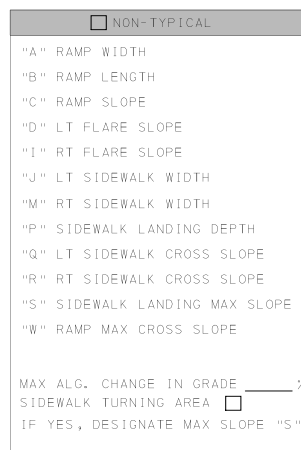
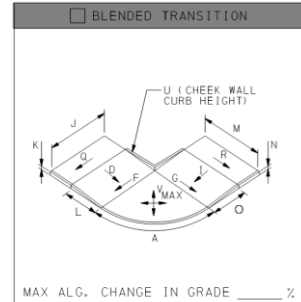
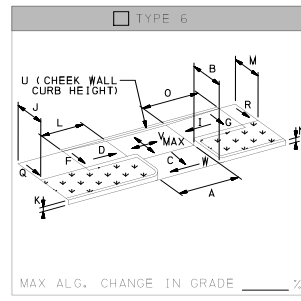
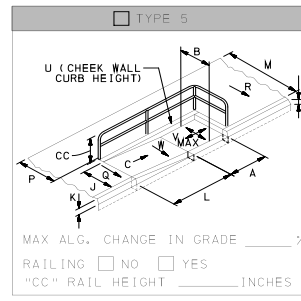
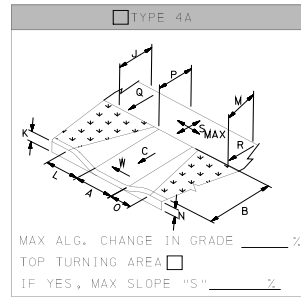
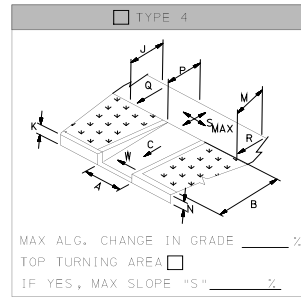
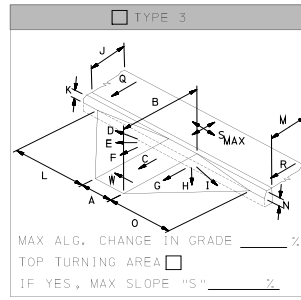
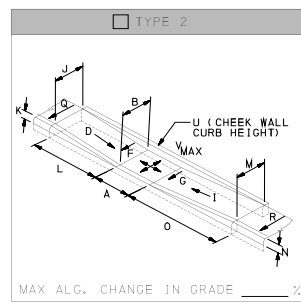
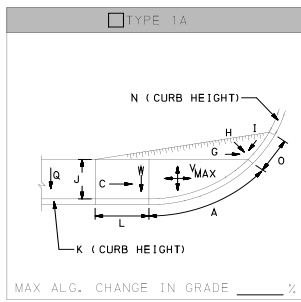
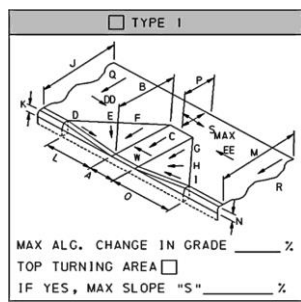
Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-LARGEST-WAKELINGSt-LARGEST-WAKELINGSt-2023-01-10-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



AR S A S enn o ation 1



"0.00" inches or %		
*	A	48 (IN)
*	B	49 (IN)
*	C	7.60 (%)
*	D	8.80 (%)
*	E	8.40 (%)
*	F	6.70 (%)
*	G	5.50 (%)
*	H	7.50 (%)
*	I	5.30 (%)
*	J	60 (IN)
*	K	3 (IN)
*	L	29 (IN)
*	M	90 (IN)
*	N	2 (IN)
*	O	34 (IN)
*	P	50 (IN)
*	Q	1.60 (%)
*	R	1.10 (%)
*	S	1.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) Cannot be completed
*	Z	(IN)
*	ZZ	999 (IN) Cannot be completed
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.00 (%)
*	EE	1.10 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



OXFORD AVE & LARGE ST, PennDOT Location ID #

2

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	4 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	1.5	
Intersection Ramp # of #	4	6	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	GRANITE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	LARGE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	GRANITE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	LARGE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

	<p>Z° = Ramp Angle w\Crosswalk</p>
	<p>Algebraic Difference = X% - (-Y%)</p> <p>Algebraic Difference = X% - Y%</p>

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-GRANITESt-LARGESSt-GRANITESt-LARGESSt-2023-01-10-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



OXFORD AVE & LARGE ST, PennDOT Location ID # 2

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S" _____ %

TYPE A MEDIAN

TYPE B MEDIAN

Comments ▲

"0.00" inches or %		
A	48	(IN)
B	47	(IN)
C	6.50	(%)
D	2.50	(%)
E	3.50	(%)
F	2.30	(%)
G	6.60	(%)
H	8.00	(%)
I	8.20	(%)
J	52	(IN)
K	2	(IN)
L	45	(IN)
M	132	(IN)
N	3	(IN)
O	37	(IN)
P	49	(IN)
Q	1.50	(%)
R	0.30	(%)
S	1.40	(%)
T		(IN)
U		(IN)
V		(%)
W	0.60	(%)
X		(IN)
Y		(IN)
YY	120	(IN)
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	1.30	(%)
EE	0.40	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

OXFORD AVE & LARGE ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



OXFORD AVE & LARGE ST, PennDOT Location ID #

4

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	8.10	%	0.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	27 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.2	SEPTA Pole was in wing; SEPTA relocated after ramp
Intersection Ramp # of #	5	6	
*Ramp Location (Use Figure Below)		04	
*Curb Ramp Type	Type 1		
*North Leg	GRANITE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	LARGE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	GRANITE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	LARGE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

42"

60" MAX

120" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-GRANITESt-LARGESSt-GRANITESt-LARGESSt-2023-01-10-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



OXFORD AVE & LARGE ST, PennDOT Location ID # 4

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	59 (IN)
*	C	5.20 (%)
*	D	6.70 (%)
*	E	6.60 (%)
*	F	5.40 (%)
*	G	4.40 (%)
*	H	7.60 (%)
*	I	7.20 (%)
*	J	52 (IN)
*	K	2 (IN)
*	L	39 (IN)
*	M	132 (IN)
*	N	3 (IN)
*	O	39 (IN)
*	P	49 (IN)
*	Q	0.30 (%)
*	R	0.00 (%)
*	S	0.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	190 (IN)
*	Z	(IN)
*	ZZ	85 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.00 (%)
*	EE	1.00 (%)
	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)



OXFORD AVE & LARGE ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



SANGER ST & SAUL ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.30	%	0.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	SANGER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	SAUL	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	SANGER	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	SAUL	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN

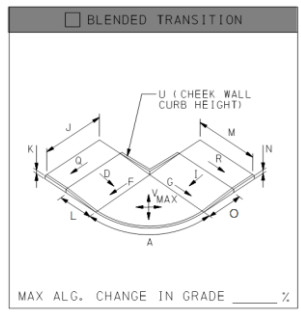
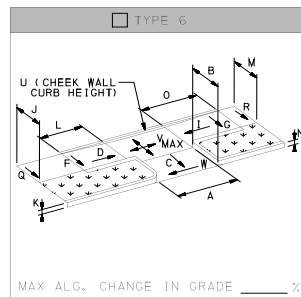
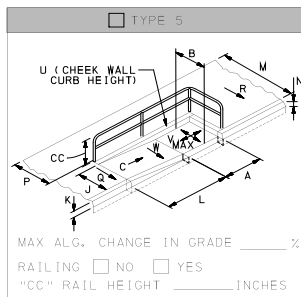
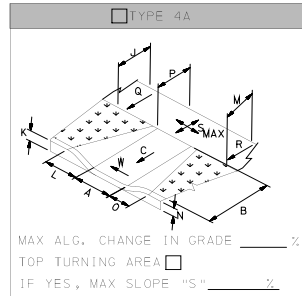
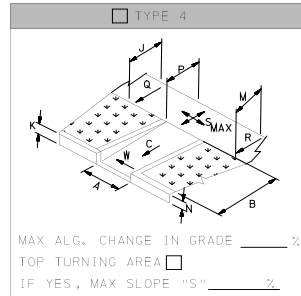
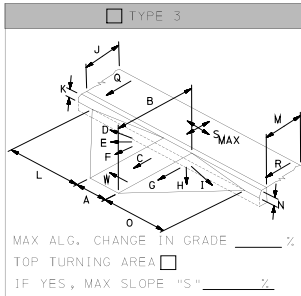
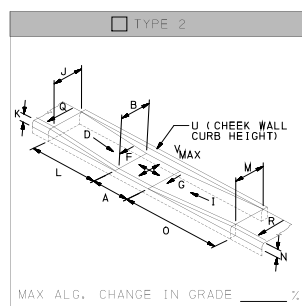
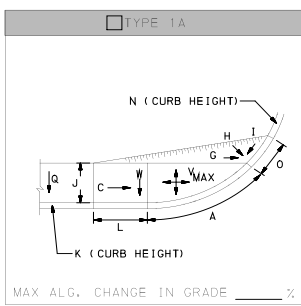
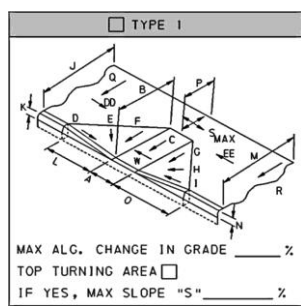
120" MAX

60" MAX

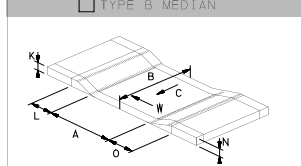
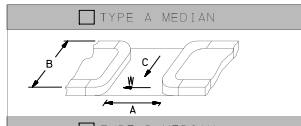
42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SANGERSt-SAULSt-SANGERSt-SAULSt-2023-01-09-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



- NON-TYPICAL
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"



*0.00" inches or %		
A	48	(IN)
B	67	(IN)
C	5.20	(%)
D	5.70	(%)
E	6.10	(%)
F	4.80	(%)
G	6.20	(%)
H	9.40	(%)
I	9.50	(%)
J	128	(IN)
K	3	(IN)
L	29	(IN)
M	146	(IN)
N	6	(IN)
O	35	(IN)
P	50	(IN)
Q	4.50	(%)
R	0.60	(%)
S	1.50	(%)
T		(IN)
U		(IN)
V		(%)
W	0.70	(%)
X		(IN)
Y		(IN)
YY	999	(IN) cannot be completed
Z		(IN)
ZZ	999	(IN) cannot be completed
AA		(IN)
BB		(IN)
CC		(IN)
DD	3.20	(%)
EE	5.90	(%)
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments ▲



SANGER ST & SAUL ST, PennDOT Location ID # 17



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



SAUL ST & VAN KIRK ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	01	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.50 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	19 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	SAUL	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VAN KIRK	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	SAUL	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	VAN KIRK	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SAULSt-VANKIRKSt-SAULSt-VANKIRKSt-2023-01-09-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

SAUL ST & VAN KIRK ST, PennDOT Location ID #



TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

*0.00" inches or %		
A	48	(IN)
B	40	(IN)
C	7.30	(%)
D	6.90	(%)
E	8.30	(%)
F	8.20	(%)
G	6.00	(%)
H	6.10	(%)
I	5.30	(%)
J	87	(IN)
K	3	(IN)
L	36	(IN)
M	97	(IN)
N	2	(IN)
O	32	(IN)
P	51	(IN)
Q	1.90	(%)
R	2.50	(%)
S	1.40	(%)
T		(IN)
U		(IN)
V		(%)
W	1.40	(%)
X		(IN)
Y		(IN)
YY	999	(IN) not applicable
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	2.70	(%)
EE	1.40	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



SAUL ST & VAN KIRK ST, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



SAUL ST & VAN KIRK ST, PennDOT Location ID #

12

*Date of Design (yyyy mm dd)	2023	01	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	14 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	VAN KIRK	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	SAUL	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	VAN KIRK	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	SAUL	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX
42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>37</td><td>(IN)</td></tr> <tr><td>C</td><td>7.70</td><td>(%)</td></tr> <tr><td>D</td><td>7.40</td><td>(%)</td></tr> <tr><td>E</td><td>999</td><td>(%) cannot be completed</td></tr> <tr><td>F</td><td>8.20</td><td>(%)</td></tr> <tr><td>G</td><td>8.00</td><td>(%)</td></tr> <tr><td>H</td><td>8.20</td><td>(%)</td></tr> <tr><td>I</td><td>6.60</td><td>(%)</td></tr> <tr><td>J</td><td>80</td><td>(IN)</td></tr> <tr><td>K</td><td>6</td><td>(IN)</td></tr> <tr><td>L</td><td>36</td><td>(IN)</td></tr> <tr><td>M</td><td>82</td><td>(IN)</td></tr> <tr><td>N</td><td>4</td><td>(IN)</td></tr> <tr><td>O</td><td>37</td><td>(IN)</td></tr> <tr><td>P</td><td>57</td><td>(IN)</td></tr> <tr><td>Q</td><td>1.60</td><td>(%)</td></tr> <tr><td>R</td><td>2.00</td><td>(%)</td></tr> <tr><td>S</td><td>1.00</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>0.40</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>999</td><td>(IN) not applicable</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>999</td><td>(IN) not applicable</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>3.00</td><td>(%)</td></tr> <tr><td>EE</td><td>2.30</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	37	(IN)	C	7.70	(%)	D	7.40	(%)	E	999	(%) cannot be completed	F	8.20	(%)	G	8.00	(%)	H	8.20	(%)	I	6.60	(%)	J	80	(IN)	K	6	(IN)	L	36	(IN)	M	82	(IN)	N	4	(IN)	O	37	(IN)	P	57	(IN)	Q	1.60	(%)	R	2.00	(%)	S	1.00	(%)	T		(IN)	U		(IN)	V		(%)	W	0.40	(%)	X		(IN)	Y		(IN)	YY	999	(IN) not applicable	Z		(IN)	ZZ	999	(IN) not applicable	AA		(IN)	BB		(IN)	CC		(IN)	DD	3.00	(%)	EE	2.30	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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DWS Transition Strip		NO																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p>Comments ▲</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																													



SAUL ST & VAN KIRK ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



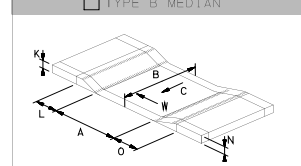
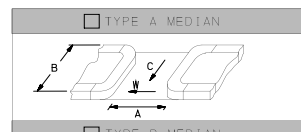
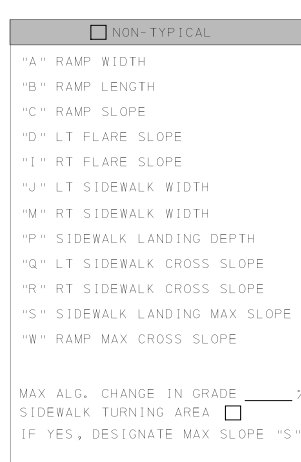
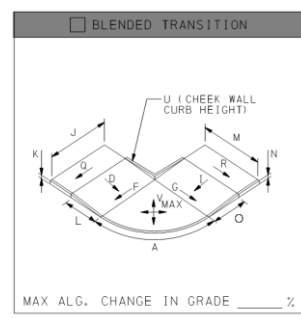
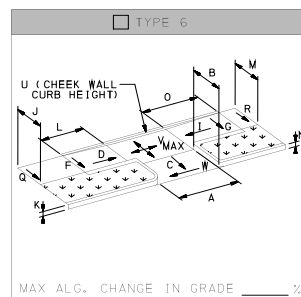
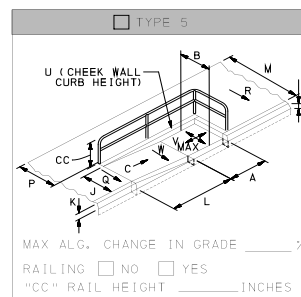
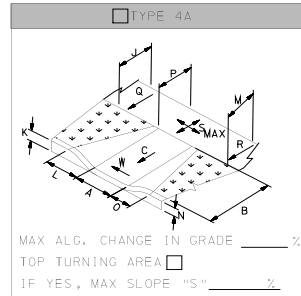
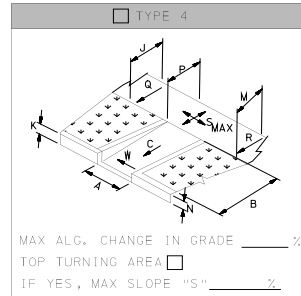
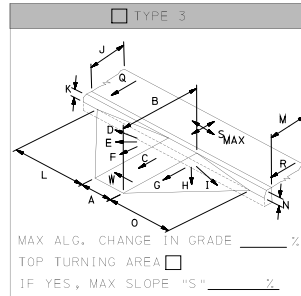
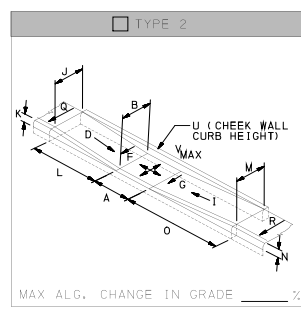
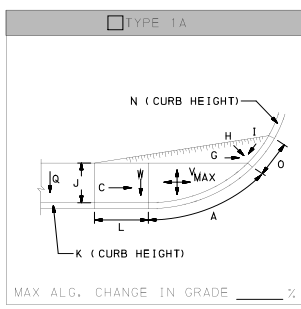
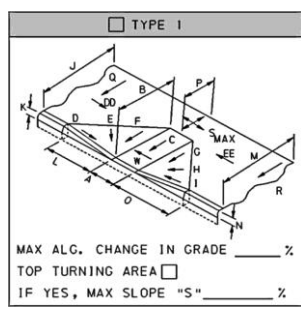
SAUL ST & VAN KIRK ST, PennDOT Location ID #

14

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.00 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	10 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.1	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	VAN KIRK	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	SAUL	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	VAN KIRK	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	SAUL	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

		<p>Z° = Ramp Angle w/Crosswalk</p>
<p>Algebraic Difference = X% - (-Y%)</p>		<p>Algebraic Difference = X% - Y%</p>

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-VANKIRKSt-SAULSt-VANKIRKSt-SAULSt-2023-06-30-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



*0.00" inches or %		
A	48	(IN)
B	33	(IN)
C	7.20	(%)
D	5.60	(%)
E	7.90	(%)
F	7.10	(%)
G	6.00	(%)
H	2.60	(%)
I	0.50	(%)
J	80	(IN)
K	4	(IN)
L	38	(IN)
M	82	(IN)
N	2	(IN)
O	32	(IN)
P	48	(IN)
Q	1.60	(%)
R	2.00	(%)
S	1.30	(%)
T		(IN)
U		(IN)
V		(%)
W	0.50	(%)
X		(IN)
Y		(IN)
YY	999	(IN) not applicable
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	3.00	(%)
EE	2.30	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲

SAUL ST & VAN KIRK ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 2



Insert Picture 3



Insert Picture 4



Insert Picture 5



Insert Picture 6



R A R A S A
o a t i o n 1 e n n

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	eric long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	-1.10	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:	
ECMS #	Alg Δ Grade (%)	2.0	
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 4		
*North Leg	(segment)	(offset)	
*North Leg Desc.			
*East Leg	PATTISON	(segment)	(offset)
*East Leg Desc.			
*South Leg	FDR PARK	(segment)	(offset)
*South Leg Desc.			
*West Leg	PATTISON	(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42"

120"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PATTISON-FDRPARK-PATTISON-2023-06-30-14-Type4
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R A R A S A e n n
o a t i o n 1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>	

"0.00" inches or %		
*	A	60 (IN)
*	B	94 (IN)
*	C	2.90 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	72 (IN)
*	K	4 (IN)
*	L	(IN)
*	M	72 (IN)
*	N	4 (IN)
*	O	(IN)
*	P	999 (IN) no landing - directional
*	Q	1.00 (%)
*	R	1.00 (%) same as Q
*	S	(%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.00 (%)
*	EE	999.00 (%) directional ramp
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



R A R A S A e n n o a t i o n 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R A R A S A
o a t i o n 1 e n n

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.00	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:	
ECMS #	Alg Δ Grade (%)	5.0	
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 4		
*North Leg	(segment)	(offset)	
*North Leg Desc.			
*East Leg	PATTISON	(segment)	(offset)
*East Leg Desc.			
*South Leg	FDR PARK	(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42"

120"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PATTISON-FDRPARK-2022-12-05-17-Type4
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



R A R A S A e n n
o a t i o n 1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>		

"0.00" inches or %		
*	A	60 (IN)
*	B	88 (IN)
*	C	3.50 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	72 (IN)
*	K	3 (IN)
*	L	(IN)
*	M	72 (IN)
*	N	3 (IN)
*	O	(IN)
*	P	72 (IN)
*	Q	1.00 (%)
*	R	1.00 (%)
*	S	(%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.00 (%)
*	X	(IN)
*	Y	120 (IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN) no stop bar
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	(%)
*	EE	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



R A R A S A e n n o a t i o n 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



N 4TH ST & VINE ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Bryan Flemming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.10 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	8 degrees
Turning Maneuver at Top of Ramp (Smax)	YES Comments:		
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	N 4TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

42"

120" MAX

60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-N4THSt-VINESt-2023-06-30-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



N 4TH ST & VINE ST, PennDOT Location ID # 12

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>55 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.30 (%)</td></tr> <tr><td>*</td><td>D</td><td>6.20 (%)</td></tr> <tr><td>*</td><td>E</td><td>7.90 (%)</td></tr> <tr><td>*</td><td>F</td><td>5.60 (%)</td></tr> <tr><td>*</td><td>G</td><td>7.40 (%)</td></tr> <tr><td>*</td><td>H</td><td>8.90 (%)</td></tr> <tr><td>*</td><td>I</td><td>8.20 (%)</td></tr> <tr><td>*</td><td>J</td><td>90 (IN)</td></tr> <tr><td>*</td><td>K</td><td>4 (IN)</td></tr> <tr><td>*</td><td>L</td><td>45 (IN)</td></tr> <tr><td>*</td><td>M</td><td>85 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>36 (IN)</td></tr> <tr><td>*</td><td>P</td><td>60 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>3.00 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(IN)</td></tr> <tr><td>*</td><td>W</td><td>0.30 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>EE</td><td>5.50 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	55 (IN)	*	C	6.30 (%)	*	D	6.20 (%)	*	E	7.90 (%)	*	F	5.60 (%)	*	G	7.40 (%)	*	H	8.90 (%)	*	I	8.20 (%)	*	J	90 (IN)	*	K	4 (IN)	*	L	45 (IN)	*	M	85 (IN)	*	N	3 (IN)	*	O	36 (IN)	*	P	60 (IN)	*	Q	3.00 (%)	*	R	1.60 (%)	*	S	1.40 (%)	*	T	(IN)	*	U	(IN)	*	V	(IN)	*	W	0.30 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	3.50 (%)	*	EE	5.50 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲



N 4TH ST & VINE ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



N 8TH ST & VINE ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2022	02	16
Designer 1	bryan fleming JJA		
Designer 2	na TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	0.30	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:	
ECMS #	Alg Δ Grade (%)	8.0	
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES		
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2022-02-16-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		



N 8TH ST & VINE ST, PennDOT Location ID # 2

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "I" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S" _____ %

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %		
*	A	48 (IN)
*	B	73 (IN)
*	C	6.80 (%)
*	D	9.90 (%)
*	E	8.60 (%)
*	F	2.50 (%)
*	G	8.10 (%)
*	H	9.60 (%)
*	I	8.20 (%)
*	J	999 (IN) na
*	K	5 (IN)
*	L	49 (IN)
*	M	160 (IN)
*	N	4 (IN)
*	O	39 (IN)
*	P	50 (IN)
*	Q	999 (%) na
*	R	1.30 (%)
*	S	(%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	192 (IN)
*	Z	(IN)
*	ZZ	144 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	999.00 (%) na
*	EE	1.00 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



N 8TH ST & VINE ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2022	11	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKINSON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKINSON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

Algebraic Difference

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTS-DICKINSONSt-SFRONTS-DICKINSONSt-2022-11-30-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S S S R S enn
o ation

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDER TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																												
<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>55 (IN)</td></tr> <tr><td>*</td><td>C</td><td>2.60 (%)</td></tr> <tr><td>*</td><td>D</td><td>6.50 (%)</td></tr> <tr><td>*</td><td>E</td><td>5.70 (%)</td></tr> <tr><td>*</td><td>F</td><td>3.10 (%)</td></tr> <tr><td>*</td><td>G</td><td>3.00 (%)</td></tr> <tr><td>*</td><td>H</td><td>5.50 (%)</td></tr> <tr><td>*</td><td>I</td><td>6.20 (%)</td></tr> <tr><td>*</td><td>J</td><td>100 (IN)</td></tr> <tr><td>*</td><td>K</td><td>2 (IN)</td></tr> <tr><td>*</td><td>L</td><td>34 (IN)</td></tr> <tr><td>*</td><td>M</td><td>65 (IN)</td></tr> <tr><td>*</td><td>N</td><td>2 (IN)</td></tr> <tr><td>*</td><td>O</td><td>37 (IN)</td></tr> <tr><td>*</td><td>P</td><td>49 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>R</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>999 (IN) not applicable</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN) not applicable</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>EE</td><td>2.50 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			*	A	48 (IN)	*	B	55 (IN)	*	C	2.60 (%)	*	D	6.50 (%)	*	E	5.70 (%)	*	F	3.10 (%)	*	G	3.00 (%)	*	H	5.50 (%)	*	I	6.20 (%)	*	J	100 (IN)	*	K	2 (IN)	*	L	34 (IN)	*	M	65 (IN)	*	N	2 (IN)	*	O	37 (IN)	*	P	49 (IN)	*	Q	1.00 (%)	*	R	2.00 (%)	*	S	1.20 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	999 (IN) not applicable	*	Z	(IN)	*	ZZ	999 (IN) not applicable	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	2.00 (%)	*	EE	2.50 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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DWS Transition Strip		NO																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2022	11	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	19 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKINSON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKINSON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

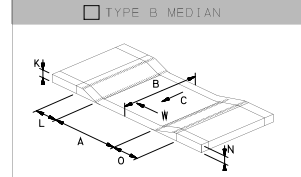
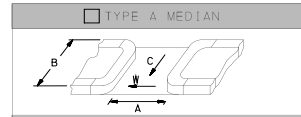
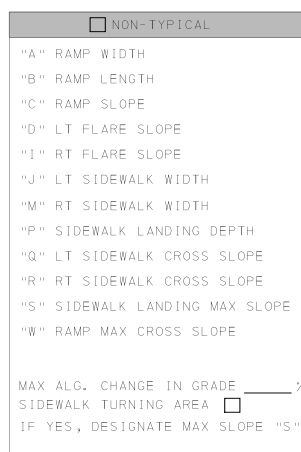
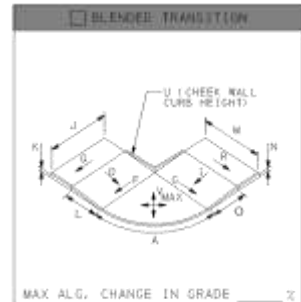
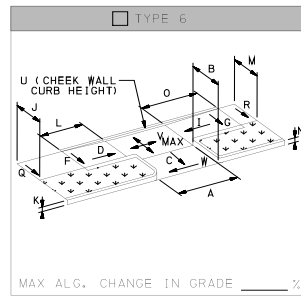
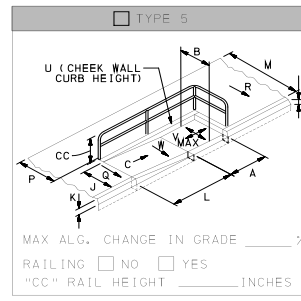
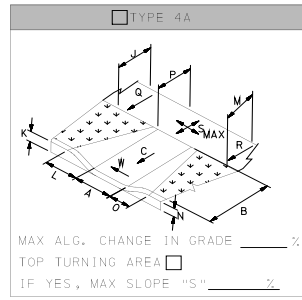
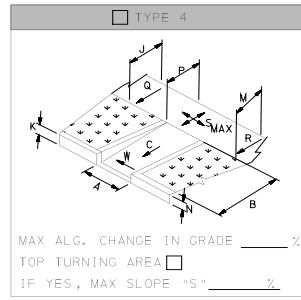
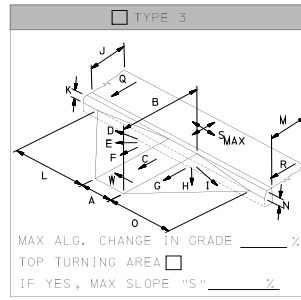
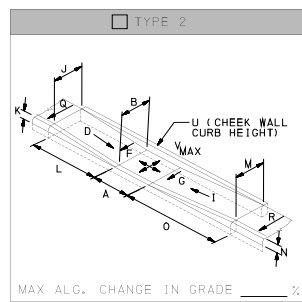
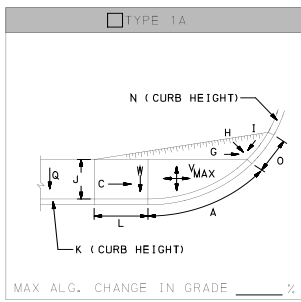
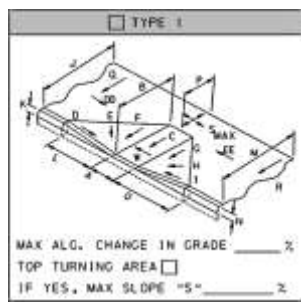
ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSt-DICKINSONSt-SFRONTSt-DICKINSONSt-2022-11-30-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S S S R S enn
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"0.00" inches or %		
*	A	48 (IN)
*	B	70 (IN)
*	C	6.80 (%)
*	D	8.30 (%)
*	E	7.70 (%)
*	F	4.70 (%)
*	G	6.80 (%)
*	H	6.60 (%)
*	I	5.30 (%)
*	J	100 (IN)
*	K	4 (IN)
*	L	35 (IN)
*	M	140 (IN)
*	N	2 (IN)
*	O	31 (IN)
*	P	63 (IN)
*	Q	1.70 (%)
*	R	2.70 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.80 (%)
*	EE	0.50 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		4.70 (%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2022	11	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.60	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	19 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKINSON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKINSON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

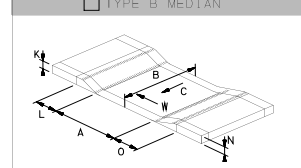
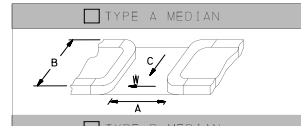
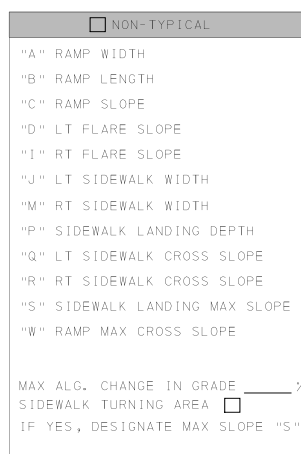
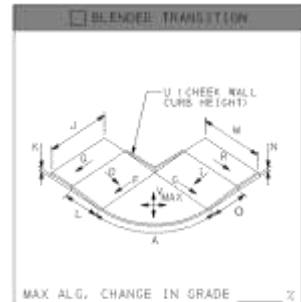
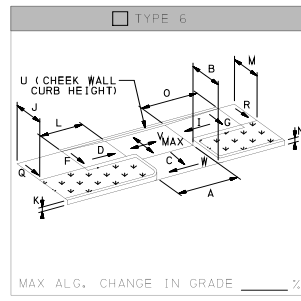
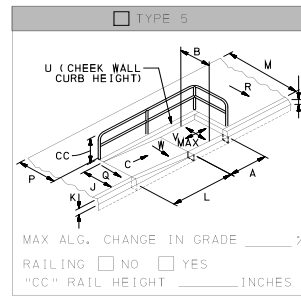
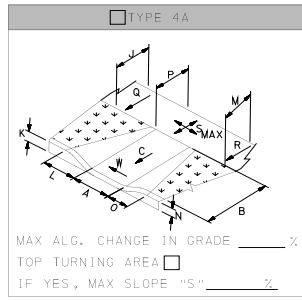
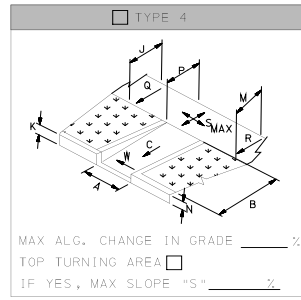
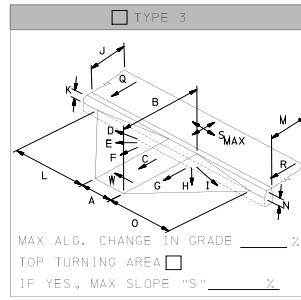
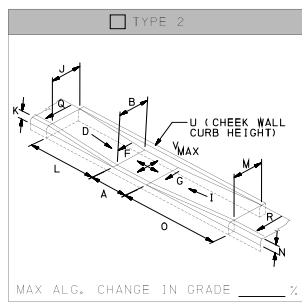
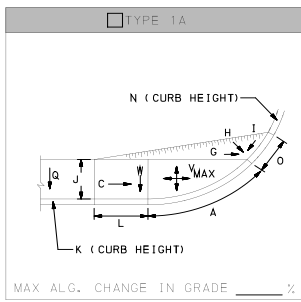
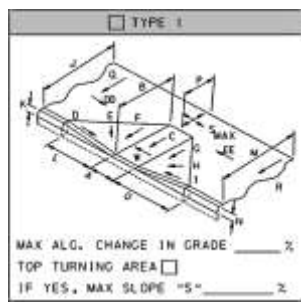
Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSt-DICKINSONSt-SFRONTSt-DICKINSONSt-2022-11-30-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S S S R S
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"0.00" inches or %		
*	A	48 (IN)
*	B	59 (IN)
*	C	7.80 (%)
*	D	6.00 (%)
*	E	9.10 (%)
*	F	8.20 (%)
*	G	8.20 (%)
*	H	8.70 (%)
*	I	6.30 (%)
*	J	100 (IN)
*	K	2 (IN)
*	L	30 (IN)
*	M	140 (IN)
*	N	6 (IN)
*	O	50 (IN)
*	P	58 (IN)
*	Q	1.70 (%)
*	R	2.70 (%)
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.80 (%)
*	EE	0.50 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	06	28
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	1		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	5.30	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.8	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKINSON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKINSON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSt-DICKINSONSt-SFRONTSt-DICKINSONSt-2023-06-28-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S S S R S enn
o ation 1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>70 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.90 (%)</td></tr> <tr><td>*</td><td>D</td><td>8.50 (%)</td></tr> <tr><td>*</td><td>E</td><td>7.40 (%)</td></tr> <tr><td>*</td><td>F</td><td>6.50 (%)</td></tr> <tr><td>*</td><td>G</td><td>6.50 (%)</td></tr> <tr><td>*</td><td>H</td><td>11.50 (%)</td></tr> <tr><td>*</td><td>I</td><td>9.90 (%)</td></tr> <tr><td>*</td><td>J</td><td>150 (IN)</td></tr> <tr><td>*</td><td>K</td><td>4 (IN)</td></tr> <tr><td>*</td><td>L</td><td>52 (IN)</td></tr> <tr><td>*</td><td>M</td><td>100 (IN)</td></tr> <tr><td>*</td><td>N</td><td>4 (IN)</td></tr> <tr><td>*</td><td>O</td><td>48 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.40 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.10 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>5.00 (%)</td></tr> <tr><td>*</td><td>EE</td><td>5.20 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	70 (IN)	*	C	6.90 (%)	*	D	8.50 (%)	*	E	7.40 (%)	*	F	6.50 (%)	*	G	6.50 (%)	*	H	11.50 (%)	*	I	9.90 (%)	*	J	150 (IN)	*	K	4 (IN)	*	L	52 (IN)	*	M	100 (IN)	*	N	4 (IN)	*	O	48 (IN)	*	P	48 (IN)	*	Q	2.40 (%)	*	R	1.80 (%)	*	S	1.20 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.10 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	5.00 (%)	*	EE	5.20 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



A S A AR S enn
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*Date of Design (yyyy mm dd)	2023	01	04
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.30	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	E MOYAMENSING	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	E MOYAMENSING	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-EMOYAMENSINGSt-WHARTONSt-EMOYAMENSINGSt-WHARTONSt-2023-01-04-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %																																																																																																												
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Comments ▲



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2



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



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*Date of Design (yyyy mm dd)	2022	11	28
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	3 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	E MOYAMENSING	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	E MOYAMENSING	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-EMOYAMENSINGSt-WHARTONSt-EMOYAMENSINGSt-WHARTONSt-2022-11-28-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>		

"0.00" inches or %	
* A	48 (IN)
* B	71 (IN)
* C	6.30 (%)
* D	5.10 (%)
* E	6.40 (%)
* F	5.40 (%)
* G	999 (%)
* H	7.30 (%)
* I	5.80 (%)
* J	96 (IN)
* K	2 (IN)
* L	32 (IN)
* M	60 (IN)
* N	4 (IN)
* O	41 (IN)
* P	50 (IN)
* Q	0.50 (%)
* R	0.90 (%)
* S	1.40 (%)
T	(IN)
U	(IN)
V	(%)
* W	1.40 (%)
X	(IN)
Y	(IN)
* YY	120 (IN)
Z	(IN)
* ZZ	48 (IN)
AA	(IN)
BB	(IN)
CC	(IN)
* DD	0.80 (%)
* EE	2.50 (%)
DWS Transition Strip YES	
DWS Transition Strip Slope (FF) 4.90 (%)	

Comments ▲

Cannot be completed



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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A S A AR S enn
o ation

*Date of Design (yyyy mm dd)	2023	01	04
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	2.10	%	1.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	9 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	E MOYAMENSING	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	E MOYAMENSING	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-EMOYAMENSINGSt-WHARTONSt-EMOYAMENSINGSt-WHARTONSt-2023-01-04-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	
<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %	
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 		

"0.00" inches or %	
* A	48 (IN)
* B	48 (IN)
* C	7.80 (%)
* D	7.30 (%)
* E	9.90 (%)
* F	7.70 (%)
* G	8.00 (%)
* H	9.30 (%)
* I	7.00 (%)
* J	100 (IN)
* K	3 (IN)
* L	27 (IN)
* M	90 (IN)
* N	6 (IN)
* O	31 (IN)
* P	49 (IN)
* Q	0.20 (%)
* R	1.10 (%)
* S	1.50 (%)
* T	(IN)
* U	(IN)
* V	(%)
* W	1.20 (%)
* X	(IN)
* Y	(IN)
* YY	120 (IN)
* Z	(IN)
* ZZ	999 (IN) not applicable
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	2.30 (%)
* EE	4.90 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) _____ (%)	

Comments ▲



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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A S A AR S enn
o ation

*Date of Design (yyyy mm dd)	2022	11	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	8		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	7.50	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.3	
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	E MOYAMENSING	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	E MOYAMENSING	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

120" MIN

60" MAX

42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-EMOYAMENSINGSt-WHARTONSt-EMOYAMENSINGSt-WHARTONSt-2022-11-30-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

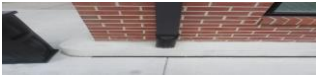


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<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %																																																																																																												
<input type="checkbox"/> TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %																																																																																																												
<input type="checkbox"/> TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	<input type="checkbox"/> TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	<table border="1"> <thead> <tr> <th colspan="3">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>37 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.40 (%)</td></tr> <tr><td>*</td><td>D</td><td>7.00 (%)</td></tr> <tr><td>*</td><td>E</td><td>8.50 (%)</td></tr> <tr><td>*</td><td>F</td><td>8.00 (%)</td></tr> <tr><td>*</td><td>G</td><td>8.20 (%)</td></tr> <tr><td>*</td><td>H</td><td>10.00 (%)</td></tr> <tr><td>*</td><td>I</td><td>7.10 (%)</td></tr> <tr><td>*</td><td>J</td><td>100 (IN)</td></tr> <tr><td>*</td><td>K</td><td>3 (IN)</td></tr> <tr><td>*</td><td>L</td><td>36 (IN)</td></tr> <tr><td>*</td><td>M</td><td>90 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>63 (IN)</td></tr> <tr><td>*</td><td>P</td><td>49 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>0.20 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.10 (%)</td></tr> <tr><td>*</td><td>S</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>999 (IN) not applicable</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN) not applicable</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>2.30 (%)</td></tr> <tr><td>*</td><td>EE</td><td>6.00 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	37 (IN)	*	C	7.40 (%)	*	D	7.00 (%)	*	E	8.50 (%)	*	F	8.00 (%)	*	G	8.20 (%)	*	H	10.00 (%)	*	I	7.10 (%)	*	J	100 (IN)	*	K	3 (IN)	*	L	36 (IN)	*	M	90 (IN)	*	N	3 (IN)	*	O	63 (IN)	*	P	49 (IN)	*	Q	0.20 (%)	*	R	1.10 (%)	*	S	2.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.80 (%)	*	X	(IN)	*	Y	(IN)	*	YY	999 (IN) not applicable	*	Z	(IN)	*	ZZ	999 (IN) not applicable	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	2.30 (%)	*	EE	6.00 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Comments ▲

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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



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*Date of Design (yyyy mm dd)	2023	01	04
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	6		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	E MOYAMENSING	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	E MOYAMENSING	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES		
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-EMOYAMENSINGSt-WHARTONSt-EMOYAMENSINGSt-WHARTONSt-2023-01-04-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		



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<input type="checkbox"/> TYPE 1 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	<input type="checkbox"/> TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> TYPE 2 MAX ALG. CHANGE IN GRADE _____ %																																																																																																												
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DWS Transition Strip		NO																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												
<input type="checkbox"/> BLENDED TRANSITION MAX ALG. CHANGE IN GRADE _____ %	<input type="checkbox"/> NON-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %																																																																																																													
<input type="checkbox"/> TYPE A MEDIAN <input type="checkbox"/> TYPE B MEDIAN 																																																																																																														

Comments ▲



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12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A S A AR S enn
o ation 1

*Date of Design (yyyy mm dd)	2022	11	29
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	3 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	E MOYAMENSING	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	E MOYAMENSING	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES		
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-EMOYAMENSINGSt-WHARTONSt-EMOYAMENSINGSt-WHARTONSt-2022-11-29-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		



A S A A R S
enn o ation 1

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																								
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																								
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>* A</td><td>48 (IN)</td></tr> <tr><td>* B</td><td>56 (IN)</td></tr> <tr><td>* C</td><td>6.80 (%)</td></tr> <tr><td>* D</td><td>7.40 (%)</td></tr> <tr><td>* E</td><td>8.20 (%)</td></tr> <tr><td>* F</td><td>6.80 (%)</td></tr> <tr><td>* G</td><td>2.30 (%)</td></tr> <tr><td>* H</td><td>7.30 (%)</td></tr> <tr><td>* I</td><td>7.40 (%)</td></tr> <tr><td>* J</td><td>85 (IN)</td></tr> <tr><td>* K</td><td>2 (IN)</td></tr> <tr><td>* L</td><td>35 (IN)</td></tr> <tr><td>* M</td><td>75 (IN)</td></tr> <tr><td>* N</td><td>3 (IN)</td></tr> <tr><td>* O</td><td>36 (IN)</td></tr> <tr><td>* P</td><td>48 (IN)</td></tr> <tr><td>* Q</td><td>0.60 (%)</td></tr> <tr><td>* R</td><td>1.80 (%)</td></tr> <tr><td>* S</td><td>1.20 (%)</td></tr> <tr><td>* T</td><td>(IN)</td></tr> <tr><td>* U</td><td>(IN)</td></tr> <tr><td>* V</td><td>(%)</td></tr> <tr><td>* W</td><td>1.80 (%)</td></tr> <tr><td>* X</td><td>(IN)</td></tr> <tr><td>* Y</td><td>(IN)</td></tr> <tr><td>* YY</td><td>120 (IN)</td></tr> <tr><td>* Z</td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>120 (IN)</td></tr> <tr><td>* AA</td><td>(IN)</td></tr> <tr><td>* BB</td><td>(IN)</td></tr> <tr><td>* CC</td><td>(IN)</td></tr> <tr><td>* DD</td><td>0.80 (%)</td></tr> <tr><td>* EE</td><td>1.90 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip YES</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF) 3.60 (%)</td></tr> </tbody> </table>		"0.00" inches or %		* A	48 (IN)	* B	56 (IN)	* C	6.80 (%)	* D	7.40 (%)	* E	8.20 (%)	* F	6.80 (%)	* G	2.30 (%)	* H	7.30 (%)	* I	7.40 (%)	* J	85 (IN)	* K	2 (IN)	* L	35 (IN)	* M	75 (IN)	* N	3 (IN)	* O	36 (IN)	* P	48 (IN)	* Q	0.60 (%)	* R	1.80 (%)	* S	1.20 (%)	* T	(IN)	* U	(IN)	* V	(%)	* W	1.80 (%)	* X	(IN)	* Y	(IN)	* YY	120 (IN)	* Z	(IN)	* ZZ	120 (IN)	* AA	(IN)	* BB	(IN)	* CC	(IN)	* DD	0.80 (%)	* EE	1.90 (%)	DWS Transition Strip YES		DWS Transition Strip Slope (FF) 3.60 (%)	
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Comments ▲



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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A S A AR S enn
o ation 1

*Date of Design (yyyy mm dd)	2023	01	04
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	3 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	E MOYAMENSING	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	E MOYAMENSING	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-EMOYAMENSINGAve-WHARTONSt-EMOYAMENSINGAve-WHARTONSt-2023-01-04-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



A S A A R S
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<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>		

"0.00" inches or %		Comments
* A	48 (IN)	
* B	42 (IN)	
* C	2.80 (%)	
* D	0.60 (%)	
* E	2.50 (%)	
* F	2.60 (%)	
* G	4.00 (%)	
* H	999 (%)	Cannot be completed
* I	4.60 (%)	
* J	105 (IN)	
* K	2 (IN)	
* L	24 (IN)	
* M	105 (IN)	
* N	999 (IN)	utility pole in flare acts as barrier
* O	39 (IN)	
* P	48 (IN)	
* Q	0.50 (%)	
* R	0.70 (%)	
* S	2.00 (%)	
T	(IN)	
U	(IN)	
V	(%)	
* W	1.10 (%)	
X	(IN)	
Y	(IN)	
* YY	999 (IN)	not applicable
* Z	(IN)	
* ZZ	999 (IN)	not applicable
* AA	(IN)	
* BB	(IN)	
* CC	(IN)	
* DD	0.80 (%)	
* EE	0.10 (%)	
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



A S A AR S enn o ation
1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



AR S S RS enn o ation

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Gate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.50	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:	
ECMS #	Alg Δ Grade (%)	8.0	
Intersection Ramp # of #	1	1	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 4		
*North Leg	S UBER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	GEARY	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SUBERS-GEARYSt-2022-12-05-7-Type4
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

AR S S RS enn o ation



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="3">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>60 (IN)</td></tr> <tr><td>*</td><td>B</td><td>64 (IN)</td></tr> <tr><td>*</td><td>C</td><td>4.60 (%)</td></tr> <tr><td>*</td><td>D</td><td>(%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>(%)</td></tr> <tr><td>*</td><td>J</td><td>72 (IN)</td></tr> <tr><td>*</td><td>K</td><td>3 (IN)</td></tr> <tr><td>*</td><td>L</td><td>(IN)</td></tr> <tr><td>*</td><td>M</td><td>72 (IN)</td></tr> <tr><td>*</td><td>N</td><td>4 (IN)</td></tr> <tr><td>*</td><td>O</td><td>(IN)</td></tr> <tr><td>*</td><td>P</td><td>999 (IN) directional ramp</td></tr> <tr><td>*</td><td>Q</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>R</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>S</td><td>(%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>180 (IN)</td></tr> <tr><td>*</td><td>YY</td><td>180 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>(%)</td></tr> <tr><td>*</td><td>EE</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	60 (IN)	*	B	64 (IN)	*	C	4.60 (%)	*	D	(%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	(%)	*	J	72 (IN)	*	K	3 (IN)	*	L	(IN)	*	M	72 (IN)	*	N	4 (IN)	*	O	(IN)	*	P	999 (IN) directional ramp	*	Q	2.00 (%)	*	R	2.00 (%)	*	S	(%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	2.00 (%)	*	X	(IN)	*	Y	180 (IN)	*	YY	180 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	(%)	*	EE	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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*	J	72 (IN)																																																																																																												
*	K	3 (IN)																																																																																																												
*	L	(IN)																																																																																																												
*	M	72 (IN)																																																																																																												
*	N	4 (IN)																																																																																																												
*	O	(IN)																																																																																																												
*	P	999 (IN) directional ramp																																																																																																												
*	Q	2.00 (%)																																																																																																												
*	R	2.00 (%)																																																																																																												
*	S	(%)																																																																																																												
*	T	(IN)																																																																																																												
*	U	(IN)																																																																																																												
*	V	(%)																																																																																																												
*	W	2.00 (%)																																																																																																												
*	X	(IN)																																																																																																												
*	Y	180 (IN)																																																																																																												
*	YY	180 (IN)																																																																																																												
*	Z	(IN)																																																																																																												
*	ZZ	48 (IN)																																																																																																												
*	AA	(IN)																																																																																																												
*	BB	(IN)																																																																																																												
*	CC	(IN)																																																																																																												
*	DD	(%)																																																																																																												
*	EE	(%)																																																																																																												
DWS Transition Strip		NO																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲



AR S S R S enn o ation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 2ND ST & QUEEN ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2022	11	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravtiz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	6.80	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	13 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	13.0	
Intersection Ramp # of #	3	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	S 2ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	QUEEN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 2ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	QUEEN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S2NDSst-QUEENSt-S2NDSst-QUEENSt-2022-11-30-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 2ND ST & QUEEN ST, PennDOT Location ID # 7

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>	

"0.00" inches or %		
*	A	48 (IN)
*	B	61 (IN)
*	C	6.20 (%)
*	D	9.90 (%)
*	E	9.70 (%)
*	F	6.30 (%)
*	G	6.10 (%)
*	H	8.20 (%)
*	I	8.50 (%)
*	J	100 (IN)
*	K	3 (IN)
*	L	28 (IN)
*	M	70 (IN)
*	N	2 (IN)
*	O	32 (IN)
*	P	63 (IN)
*	Q	1.90 (%)
*	R	2.00 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	5.50 (%)
*	EE	2.50 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		4.90 (%)

Comments ▲



S 2ND ST & QUEEN ST, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 2ND ST & QUEEN ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Fleming JJ		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.70 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	6.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S 2ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	QUEEN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 2ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	QUEEN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S2NDSSt-QUEENSt-S2NDSSt-QUEENSt-2023-01-05-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 2ND ST & QUEEN ST, PennDOT Location ID # 14

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	50 (IN)
*	C	2.50 (%)
*	D	4.20 (%)
*	E	4.10 (%)
*	F	2.40 (%)
*	G	2.40 (%)
*	H	2.10 (%)
*	I	0.90 (%)
*	J	48 (IN)
*	K	2 (IN)
*	L	35 (IN)
*	M	75 (IN)
*	N	2 (IN)
*	O	35 (IN)
*	P	61 (IN)
*	Q	0.50 (%)
*	R	2.00 (%)
*	S	0.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.30 (%)
*	EE	1.00 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



S 2ND ST & QUEEN ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 2ND ST & WHARTON ST, PennDOT Location ID #

4

*Date of Design (yyyy mm dd)	2022	11	10
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.20	%	1.60 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	S 2ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 2ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

<p>Ramp Angle w\Crosswalk</p> <p>Z° = Ramp Angle w\Crosswalk</p>	
<p>Algebraic Difference</p> <p>Ramp Slope X% Longitudinal Slope of Crosswalk -Y%</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - (-Y%)</p>	
<p>Algebraic Difference</p> <p>Ramp Slope X% Longitudinal Slope of Crosswalk Y%</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - Y%</p>	

<p>Northbound</p> <p>ACCESSIBLE PUSH BUTTONS</p> <p>120" MIN</p> <p>120" MAX</p> <p>60" MAX</p> <p>42"</p> <p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>	<p>Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work</p> <p>YES</p>
<p>Push Button Turning Area - Max Slope (%)</p> <p>Comments:</p>	
<p>Accessible Push Buttons</p> <p>N/A</p>	
<p>Sketch Used To Collect Field Information</p> <p>No</p>	
<p>Asset # (auto)</p> <p>C-06-101-60000-S2NDSSt-WHARTONSt-S2NDSSt-WHARTONSt-2022-11-10-4-Type1</p>	
<p>Status</p> <p>Current</p>	
<p>Archive Ramp at location #:</p> <p>N/A</p>	
<p>Level of Service</p> <p>Meets RC-67M</p>	



S 2ND ST & WHARTON ST, PennDOT Location ID # 4

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>

"0.00" inches or %		Comments ▲
* A	48	(IN)
* B	44	(IN)
* C	7.30	(%)
* D	8.20	(%)
* E	8.70	(%)
* F	7.80	(%)
* G	4.30	(%)
* H	8.30	(%)
* I	8.10	(%)
* J	140	(IN)
* K	4	(IN)
* L	32	(IN)
* M	100	(IN)
* N	5	(IN)
* O	33	(IN)
* P	48	(IN)
* Q	1.20	(%)
* R	1.00	(%)
* S	2.00	(%)
T		(IN)
U		(IN)
V		(%)
* W	0.70	(%)
* X		(IN)
* Y		(IN)
* YY	999	(IN) not applicable
* Z		(IN)
* ZZ	999	(IN) not applicable
* AA		(IN)
* BB		(IN)
* CC		(IN)
* DD	4.10	(%)
* EE	3.60	(%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		4.60 (%)



S 2ND ST & WHARTON ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 2ND ST & WHARTON ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Bryan Flemming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	10 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	S 2ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

<p>Ramp Angle w\Crosswalk</p> <p>Z° = Ramp Angle w\Crosswalk</p>	
<p>Algebraic Difference</p> <p>X% Ramp Slope, -Y% Longitudinal Slope of Crosswalk</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - (-Y%)</p>	
<p>Algebraic Difference</p> <p>X% Ramp Slope, Y% Longitudinal Slope of Crosswalk</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - Y%</p>	

<p>Northbound</p> <p>ACCESSIBLE PUSH BUTTONS</p> <p>120" MIN, 120" MAX, 60" MAX, 42"</p> <p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>	<p>Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work</p> <p>YES</p>
<p>Push Button Turning Area - Max Slope (%)</p> <p>Comments:</p>	
<p>Accessible Push Buttons</p> <p>N/A</p>	
<p>Sketch Used To Collect Field Information</p> <p>No</p>	
<p>Asset # (auto)</p> <p>C-06-101-60000-S2NDSSt-WHARTONSt-2023-06-30-12-Type1</p>	
<p>Status</p> <p>Current</p>	
<p>Archive Ramp at location #:</p> <p>N/A</p>	
<p>Level of Service</p> <p>Meets RC-67M</p>	

S 2ND ST & WHARTON ST, PennDOT Location ID # 12



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲



S 2ND ST & WHARTON ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 2ND ST & WHARTON ST, PennDOT Location ID #

14

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.00 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	5 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S 2ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 2ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
42"
60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S2NDSSt-WHARTONSt-S2NDSSt-WHARTONSt-2023-06-30-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 2ND ST & WHARTON ST, PennDOT Location ID # 14

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>

"0.00" inches or %		
*	A	48 (IN)
*	B	31 (IN)
*	C	3.10 (%)
*	D	7.30 (%)
*	E	4.80 (%)
*	F	2.50 (%)
*	G	4.00 (%)
*	H	4.50 (%)
*	I	3.80 (%)
*	J	120 (IN)
*	K	3 (IN)
*	L	33 (IN)
*	M	150 (IN)
*	N	2 (IN)
*	O	28 (IN)
*	P	49 (IN)
*	Q	1.50 (%)
*	R	0.80 (%)
*	S	0.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	108 (IN)
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.30 (%)
*	EE	1.20 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



S 2ND ST & WHARTON ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 3RD ST & FEDERAL ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2022	11	29
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	20 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S 3RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	FEDERAL	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 3RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S3RDSSt-FEDERALSt-S3RDSSt-2022-11-29-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲



S 3RD ST & FEDERAL ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 3RD ST & FEDERAL ST, PennDOT Location ID #

12

*Date of Design (yyyy mm dd)	2023	01	25
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.20	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	5 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.4	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	S 3RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	FEDERAL	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 3RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	FEDERAL	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S3RDS1-FEDERALSt-S3RDS1-FEDERALSt-2023-01-25-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

S 3RD ST & FEDERAL ST, PennDOT Location ID # 12



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																													
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																													
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																													
<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>61 (IN)</td></tr> <tr><td>*</td><td>C</td><td>4.20 (%)</td></tr> <tr><td>*</td><td>D</td><td>6.40 (%)</td></tr> <tr><td>*</td><td>E</td><td>6.70 (%)</td></tr> <tr><td>*</td><td>F</td><td>2.80 (%)</td></tr> <tr><td>*</td><td>G</td><td>5.60 (%)</td></tr> <tr><td>*</td><td>H</td><td>6.30 (%)</td></tr> <tr><td>*</td><td>I</td><td>5.60 (%)</td></tr> <tr><td>*</td><td>J</td><td>80 (IN)</td></tr> <tr><td>*</td><td>K</td><td>5 (IN)</td></tr> <tr><td>*</td><td>L</td><td>55 (IN)</td></tr> <tr><td>*</td><td>M</td><td>80 (IN)</td></tr> <tr><td>*</td><td>N</td><td>5 (IN)</td></tr> <tr><td>*</td><td>O</td><td>32 (IN)</td></tr> <tr><td>*</td><td>P</td><td>51 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.10 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>S</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.90 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>180 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>7.40 (%)</td></tr> <tr><td>*</td><td>EE</td><td>0.50 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			*	A	48 (IN)	*	B	61 (IN)	*	C	4.20 (%)	*	D	6.40 (%)	*	E	6.70 (%)	*	F	2.80 (%)	*	G	5.60 (%)	*	H	6.30 (%)	*	I	5.60 (%)	*	J	80 (IN)	*	K	5 (IN)	*	L	55 (IN)	*	M	80 (IN)	*	N	5 (IN)	*	O	32 (IN)	*	P	51 (IN)	*	Q	1.10 (%)	*	R	1.20 (%)	*	S	2.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.90 (%)	*	X	(IN)	*	Y	(IN)	*	YY	180 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	7.40 (%)	*	EE	0.50 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)	<p>Comments ▲</p>
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<p>2.2 cross slope in front of ramp at</p>																																																																																																															



S 3RD ST & FEDERAL ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 3RD ST & FEDERAL ST, PennDOT Location ID #

14

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.50	%	1.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.9	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S 3RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	FEDERAL	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 3RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	FEDERAL	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
42"
60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

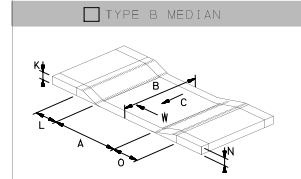
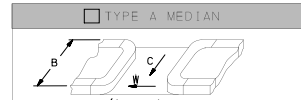
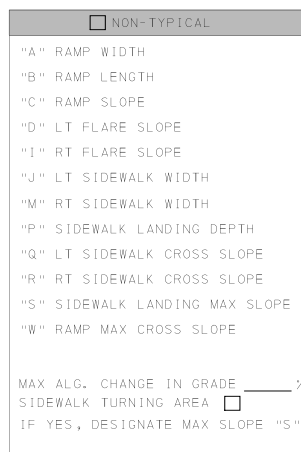
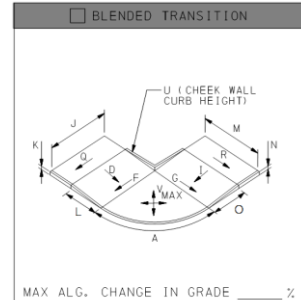
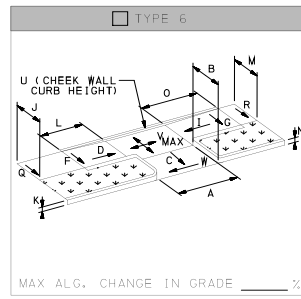
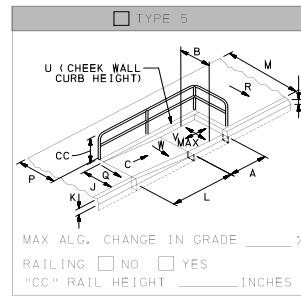
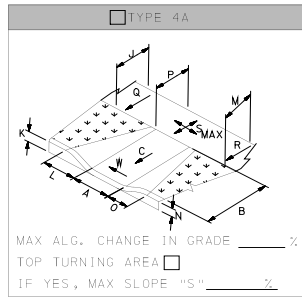
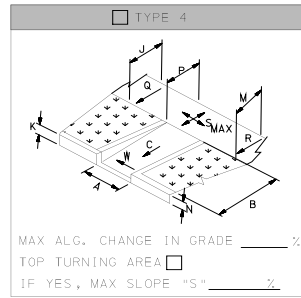
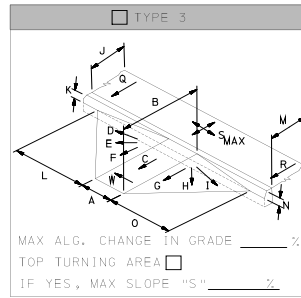
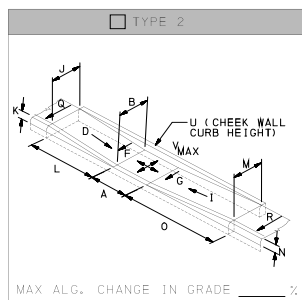
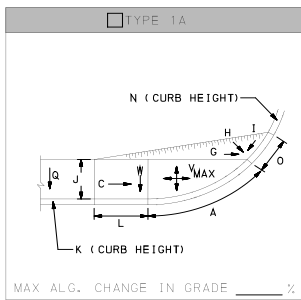
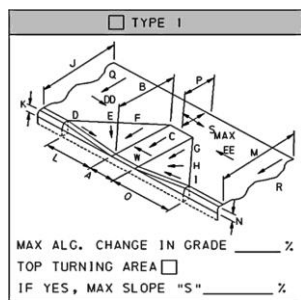
Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



"0.00" inches or %		
*	A	48 (IN)
*	B	50 (IN)
*	C	8.30 (%)
*	D	7.00 (%)
*	E	8.10 (%)
*	F	6.80 (%)
*	G	6.80 (%)
*	H	7.10 (%)
*	I	3.90 (%)
*	J	80 (IN)
*	K	2 (IN)
*	L	33 (IN)
*	M	80 (IN)
*	N	3 (IN)
*	O	39 (IN)
*	P	55 (IN)
*	Q	1.10 (%)
*	R	1.20 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	7.10 (%)
*	EE	0.50 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



S 3RD ST & FEDERAL ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 3RD ST & FITZWATER ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2022	11	28
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	3 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S 3RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	FITZWATER	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 3RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	FITZWATER	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S3RDS-FITZWATERSt-S3RDS-FITZWATERSt-2022-11-28-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 3RD ST & FITZWATER ST, PennDOT Location ID # 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
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DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																																																														
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲



S 3RD ST & FITZWATER ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 2



Insert Picture 3



Insert Picture 4



Insert Picture 5



Insert Picture 6



S 3RD ST & FITZWATER ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Flemming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	3 degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	6	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	S 3RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	FITZWATER	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN, 120" MAX, 60" MAX, 42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S3RDS-FITZWATERSt-2023-01-05-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 3RD ST & FITZWATER ST, PennDOT Location ID # 19

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

*0.00" inches or %		
A	48	(IN)
B	60	(IN)
C	6.00	(%)
D	6.70	(%)
E	7.50	(%)
F	5.70	(%)
G	999	(%) not applicable
H	7.80	(%)
I	7.10	(%)
J	100	(IN)
K	2	(IN)
L	41	(IN)
M	50	(IN)
N	7	(IN)
O	46	(IN)
P	51	(IN)
Q	1.00	(%)
R	1.30	(%)
S		(%) 1.4
T		(IN)
U		(IN)
V		(%)
W	0.80	(%)
X		(IN)
Y		(IN)
YY	120	(IN)
Z		(IN)
ZZ	48	(IN)
AA		(IN)
BB		(IN)
CC		(IN)
DD	0.40	(%)
EE	1.80	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		4.90 (%)

Comments ▲



S 3RD ST & FITZWATER ST, PennDOT Location ID # 19



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 3RD ST & QUEEN ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.5	
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	S 3RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	QUEEN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 3RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	QUEEN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN

120" MAX

60" MAX

42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S3RDS-QUEENSt-S3RDS-QUEENSt-2023-06-30-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 3RD ST & QUEEN ST, PennDOT Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>43</td><td>(IN)</td></tr> <tr><td>C</td><td>7.00</td><td>(%)</td></tr> <tr><td>D</td><td>6.80</td><td>(%)</td></tr> <tr><td>E</td><td>8.60</td><td>(%)</td></tr> <tr><td>F</td><td>7.30</td><td>(%)</td></tr> <tr><td>G</td><td>7.80</td><td>(%)</td></tr> <tr><td>H</td><td>8.80</td><td>(%)</td></tr> <tr><td>I</td><td>7.20</td><td>(%)</td></tr> <tr><td>J</td><td>75</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN)</td></tr> <tr><td>L</td><td>37</td><td>(IN)</td></tr> <tr><td>M</td><td>55</td><td>(IN)</td></tr> <tr><td>N</td><td>3</td><td>(IN)</td></tr> <tr><td>O</td><td>33</td><td>(IN)</td></tr> <tr><td>P</td><td>50</td><td>(IN)</td></tr> <tr><td>Q</td><td>3.00</td><td>(%)</td></tr> <tr><td>R</td><td>4.20</td><td>(%)</td></tr> <tr><td>S</td><td>1.10</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.10</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>999</td><td>(IN) not applicable</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>3.00</td><td>(%)</td></tr> <tr><td>EE</td><td>2.70</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	43	(IN)	C	7.00	(%)	D	6.80	(%)	E	8.60	(%)	F	7.30	(%)	G	7.80	(%)	H	8.80	(%)	I	7.20	(%)	J	75	(IN)	K	2	(IN)	L	37	(IN)	M	55	(IN)	N	3	(IN)	O	33	(IN)	P	50	(IN)	Q	3.00	(%)	R	4.20	(%)	S	1.10	(%)	T		(IN)	U		(IN)	V		(%)	W	1.10	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	999	(IN) not applicable	AA		(IN)	BB		(IN)	CC		(IN)	DD	3.00	(%)	EE	2.70	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %</p>																																																																																																													
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Comments ▲



S 3RD ST & QUEEN ST, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 3RD ST & QUEEN ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2022	11	28
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.00 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	S 3RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	QUEEN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 3RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	QUEEN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Algebraic Difference = X% - Y%



S 3RD ST & QUEEN ST, PennDOT Location ID #

12

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>48</td><td>(IN)</td></tr> <tr><td>C</td><td>6.80</td><td>(%)</td></tr> <tr><td>D</td><td>5.30</td><td>(%)</td></tr> <tr><td>E</td><td>7.50</td><td>(%)</td></tr> <tr><td>F</td><td>6.00</td><td>(%)</td></tr> <tr><td>G</td><td>7.20</td><td>(%)</td></tr> <tr><td>H</td><td>6.30</td><td>(%)</td></tr> <tr><td>I</td><td>5.00</td><td>(%)</td></tr> <tr><td>J</td><td>70</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN)</td></tr> <tr><td>L</td><td>42</td><td>(IN)</td></tr> <tr><td>M</td><td>55</td><td>(IN)</td></tr> <tr><td>N</td><td>2</td><td>(IN)</td></tr> <tr><td>O</td><td>37</td><td>(IN)</td></tr> <tr><td>P</td><td>65</td><td>(IN)</td></tr> <tr><td>Q</td><td>1.50</td><td>(%)</td></tr> <tr><td>R</td><td>0.30</td><td>(%)</td></tr> <tr><td>S</td><td>1.60</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>0.20</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>999</td><td>(IN) Cannot be completed</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>6.20</td><td>(%)</td></tr> <tr><td>EE</td><td>5.30</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	48	(IN)	C	6.80	(%)	D	5.30	(%)	E	7.50	(%)	F	6.00	(%)	G	7.20	(%)	H	6.30	(%)	I	5.00	(%)	J	70	(IN)	K	2	(IN)	L	42	(IN)	M	55	(IN)	N	2	(IN)	O	37	(IN)	P	65	(IN)	Q	1.50	(%)	R	0.30	(%)	S	1.60	(%)	T		(IN)	U		(IN)	V		(%)	W	0.20	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	999	(IN) Cannot be completed	AA		(IN)	BB		(IN)	CC		(IN)	DD	6.20	(%)	EE	5.30	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Comments ▲



S 3RD ST & QUEEN ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 3RD ST & QUEEN ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2022	11	29
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	6.20	%	1.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	11 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	13.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S 3RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	QUEEN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 3RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	QUEEN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S3RDS-QUEENSt-S3RDS-QUEENSt-2022-11-29-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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S 3RD ST & QUEEN ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 3RD ST & WHARTON ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2022	11	29
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	5		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolConc		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.50	%	1.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.5	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	S 3RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 3RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN, 120" MAX, 60" MAX, 42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S3RDS-WhARTONSt-S3RDS-WhARTONSt-2022-11-29-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 3RD ST & WHARTON ST, PennDOT Location ID # 19

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

*0.00" inches or %		Comments ▲
A	48	(IN)
B	41	(IN)
C	7.30	(%)
D	5.10	(%)
E	5.50	(%)
F	7.20	(%)
G	999	(%) not applicable
H	999	(%) not applicable
I	9.40	(%)
J	110	(IN)
K	2	(IN)
L	36	(IN)
M	70	(IN)
N	5	(IN)
O	45	(IN)
P	49	(IN)
Q	2.00	(%)
R	0.30	(%)
S	1.30	(%)
T		(IN)
U		(IN)
V		(%)
W	0.40	(%)
X		(IN)
Y		(IN)
YY	999	(IN) not applicable
Z		(IN)
ZZ	999	(IN) not applicable
AA		(IN)
BB		(IN)
CC		(IN)
DD	1.40	(%)
EE	3.20	(%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		5.00 (%)



S 3RD ST & WHARTON ST, PennDOT Location ID # 19



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 4TH ST & WHARTON ST, PennDOT Location ID #

7

*Date of Design (yyyy mm dd)	2022	11	29
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.60	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	4 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	S 4TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 4TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S4THSt-WHARTONSt-S4THSt-WHARTONSt-2022-11-29-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 4TH ST & WHARTON ST, PennDOT Location ID # 7

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>31</td><td>(IN)</td></tr> <tr><td>C</td><td>5.80</td><td>(%)</td></tr> <tr><td>D</td><td>5.60</td><td>(%)</td></tr> <tr><td>E</td><td>7.40</td><td>(%)</td></tr> <tr><td>F</td><td>6.20</td><td>(%)</td></tr> <tr><td>G</td><td>6.50</td><td>(%)</td></tr> <tr><td>H</td><td>5.20</td><td>(%)</td></tr> <tr><td>I</td><td>2.50</td><td>(%)</td></tr> <tr><td>J</td><td>75</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN)</td></tr> <tr><td>L</td><td>51</td><td>(IN)</td></tr> <tr><td>M</td><td>48</td><td>(IN)</td></tr> <tr><td>N</td><td>7</td><td>(IN)</td></tr> <tr><td>O</td><td>33</td><td>(IN)</td></tr> <tr><td>P</td><td>49</td><td>(IN)</td></tr> <tr><td>Q</td><td>1.90</td><td>(%)</td></tr> <tr><td>R</td><td>1.60</td><td>(%)</td></tr> <tr><td>S</td><td>1.40</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.70</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>168</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>60</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>2.60</td><td>(%)</td></tr> <tr><td>EE</td><td>4.90</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	31	(IN)	C	5.80	(%)	D	5.60	(%)	E	7.40	(%)	F	6.20	(%)	G	6.50	(%)	H	5.20	(%)	I	2.50	(%)	J	75	(IN)	K	2	(IN)	L	51	(IN)	M	48	(IN)	N	7	(IN)	O	33	(IN)	P	49	(IN)	Q	1.90	(%)	R	1.60	(%)	S	1.40	(%)	T		(IN)	U		(IN)	V		(%)	W	1.70	(%)	X		(IN)	Y		(IN)	YY	168	(IN)	Z		(IN)	ZZ	60	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	2.60	(%)	EE	4.90	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Comments ▲



S 4TH ST & WHARTON ST, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 4TH ST & WHARTON ST, PennDOT Location ID #

9

*Date of Design (yyyy mm dd)	2022	11	29
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.50	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	4 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	S 4TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 4TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX
42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



S 4TH ST & WHARTON ST, PennDOT Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
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S 4TH ST & WHARTON ST, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 5TH ST & WHARTON ST, PennDOT Location ID #

17

*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	7 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	S 5TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 5TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN, 120" MAX, 60" MAX, 42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S5THSt-WHARTONSt-S5THSt-WHARTONSt-2023-01-05-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 5TH ST & WHARTON ST, PennDOT Location ID # 17

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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S 5TH ST & WHARTON ST, PennDOT Location ID # 17



Insert Picture 1



Insert Picture 2



Insert Picture 3



Insert Picture 4



Insert Picture 5



Insert Picture 6



S 5TH ST & WHARTON ST, PennDOT Location ID #

19

*Date of Design (yyyy mm dd)	2023	01	04
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.80	%	1.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	S 5TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 5TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S5THSt-WHARTONSt-S5THSt-WHARTONSt-2023-01-04-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

S 5TH ST & WHARTON ST, PennDOT Location ID # 19



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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S 5TH ST & WHARTON ST, PennDOT Location ID # 19



Insert Picture 1



Insert Picture 2



Insert Picture 3



Insert Picture 4



Insert Picture 5



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	6.10	%	1.70 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	7 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	S 10TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 10TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

120" MIN

120" MAX

60" MAX

42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S10THSt-WHARTONSt-S10THSt-WHARTONSt-2023-01-05-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 10TH ST & WHARTON ST, PennDOT Location ID # 17

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>35 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.00 (%)</td></tr> <tr><td>*</td><td>D</td><td>7.20 (%)</td></tr> <tr><td>*</td><td>E</td><td>8.90 (%)</td></tr> <tr><td>*</td><td>F</td><td>7.10 (%)</td></tr> <tr><td>*</td><td>G</td><td>7.20 (%)</td></tr> <tr><td>*</td><td>H</td><td>8.20 (%)</td></tr> <tr><td>*</td><td>I</td><td>5.90 (%)</td></tr> <tr><td>*</td><td>J</td><td>50 (IN)</td></tr> <tr><td>*</td><td>K</td><td>2 (IN)</td></tr> <tr><td>*</td><td>L</td><td>34 (IN)</td></tr> <tr><td>*</td><td>M</td><td>70 (IN)</td></tr> <tr><td>*</td><td>N</td><td>2 (IN)</td></tr> <tr><td>*</td><td>O</td><td>32 (IN)</td></tr> <tr><td>*</td><td>P</td><td>49 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>R</td><td>2.90 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN) not applicable</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>2.30 (%)</td></tr> <tr><td>*</td><td>EE</td><td>0.20 (%)</td></tr> <tr><td colspan="2" style="text-align: center;">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2" style="text-align: center;">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	35 (IN)	*	C	7.00 (%)	*	D	7.20 (%)	*	E	8.90 (%)	*	F	7.10 (%)	*	G	7.20 (%)	*	H	8.20 (%)	*	I	5.90 (%)	*	J	50 (IN)	*	K	2 (IN)	*	L	34 (IN)	*	M	70 (IN)	*	N	2 (IN)	*	O	32 (IN)	*	P	49 (IN)	*	Q	1.80 (%)	*	R	2.90 (%)	*	S	1.50 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.20 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	999 (IN) not applicable	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	2.30 (%)	*	EE	0.20 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																													

Comments ▲



S 10TH ST & WHARTON ST, PennDOT Location ID # 17



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2022	11	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	3.80	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	S 11TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 11TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work YES

Push Button Turning Area - Max Slope (%)		Comments:
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-S11THSt-WHARTONSt-S11THSt-WHARTONSt-2022-11-30-17-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	



S 11TH ST & WHARTON ST, PennDOT Location ID # 17

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲

Cannot be completed

not applicable



S 11TH ST & WHARTON ST, PennDOT Location ID # 17



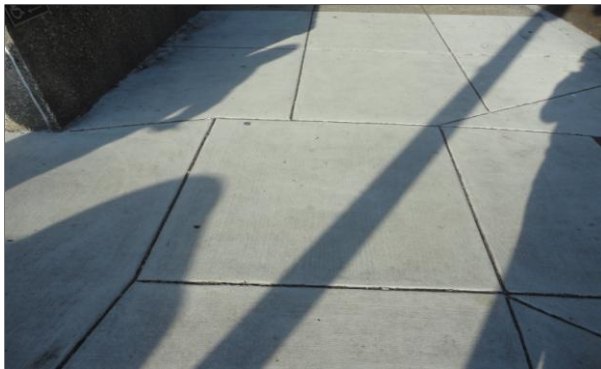
Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	05	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.0	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	S 11TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 11TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



S 11TH ST & WHARTON ST, PennDOT Location ID # 19

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

".00" inches or %		
*	A	48 (IN)
*	B	56 (IN)
*	C	7.10 (%)
*	D	7.70 (%)
*	E	999 (%)
*	F	7.40 (%)
*	G	6.30 (%)
*	H	6.60 (%)
*	I	4.20 (%)
*	J	140 (IN)
*	K	5 (IN)
*	L	36 (IN)
*	M	100 (IN)
*	N	6 (IN)
*	O	36 (IN)
*	P	48 (IN)
*	Q	0.80 (%)
*	R	2.90 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.70 (%)
*	EE	1.00 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲

Cannot be completed

not applicable

not applicable



S 11TH ST & WHARTON ST, PennDOT Location ID # 19



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & BIGLER ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	01	27
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.50	%	1.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.3	
Intersection Ramp # of #	1	6	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

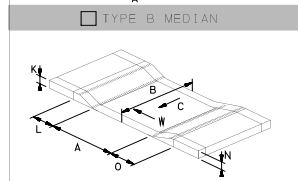
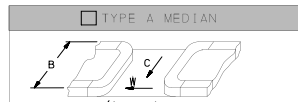
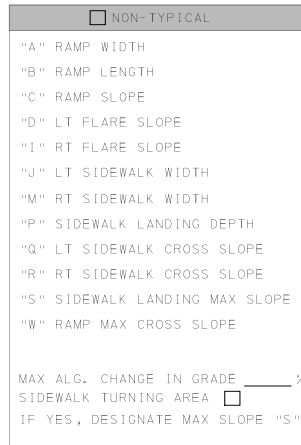
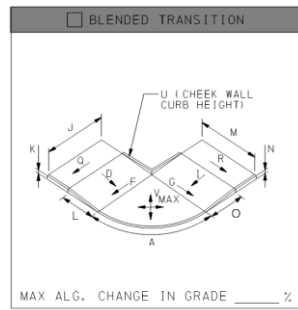
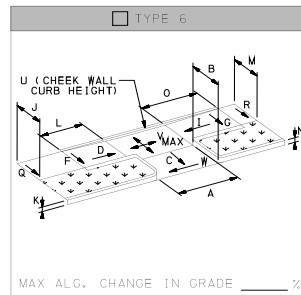
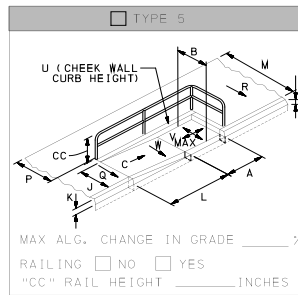
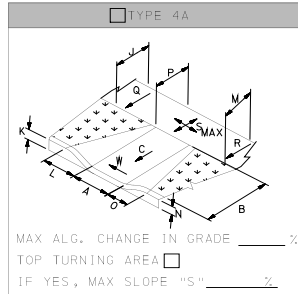
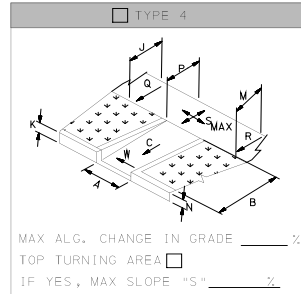
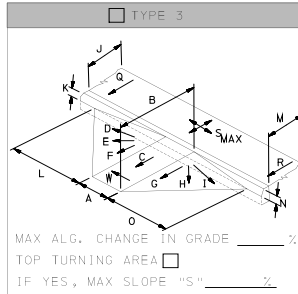
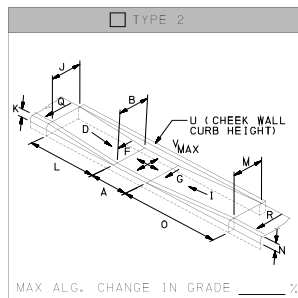
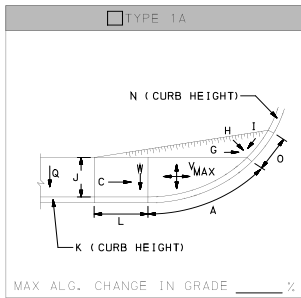
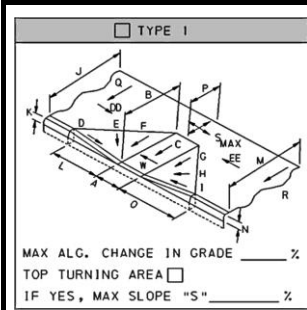
DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2023-01-27-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



"0.00" inches or %		
*	A	48 (IN)
*	B	82 (IN)
*	C	4.80 (%)
*	D	6.10 (%)
*	E	7.00 (%)
*	F	4.90 (%)
*	G	6.00 (%)
*	H	7.00 (%)
*	I	5.40 (%)
*	J	145 (IN)
*	K	3 (IN)
*	L	61 (IN)
*	M	70 (IN)
*	N	4 (IN)
*	O	56 (IN)
*	P	50 (IN)
*	Q	0.20 (%)
*	R	1.60 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) 120
*	Z	(IN)
*	ZZ	999 (IN) 60
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.90 (%)
*	EE	3.00 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



S 16TH ST & BIGLER ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & BIGLER ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.80	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	11.2	
Intersection Ramp # of #	2	6	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X% Ramp Slope -Y% Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X% Ramp Slope Y% Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																												
<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>* A</td><td>48</td><td>(IN)</td></tr> <tr><td>* B</td><td>81</td><td>(IN)</td></tr> <tr><td>* C</td><td>6.40</td><td>(%)</td></tr> <tr><td>* D</td><td>8.60</td><td>(%)</td></tr> <tr><td>* E</td><td>8.60</td><td>(%)</td></tr> <tr><td>* F</td><td>6.60</td><td>(%)</td></tr> <tr><td>* G</td><td>5.30</td><td>(%)</td></tr> <tr><td>* H</td><td>8.40</td><td>(%)</td></tr> <tr><td>* I</td><td>8.00</td><td>(%)</td></tr> <tr><td>* J</td><td>145</td><td>(IN)</td></tr> <tr><td>* K</td><td>4</td><td>(IN)</td></tr> <tr><td>* L</td><td>56</td><td>(IN)</td></tr> <tr><td>* M</td><td>70</td><td>(IN)</td></tr> <tr><td>* N</td><td>4</td><td>(IN)</td></tr> <tr><td>* O</td><td>41</td><td>(IN)</td></tr> <tr><td>* P</td><td>50</td><td>(IN)</td></tr> <tr><td>* Q</td><td>0.20</td><td>(%)</td></tr> <tr><td>* R</td><td>1.60</td><td>(%)</td></tr> <tr><td>* S</td><td>1.50</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>* W</td><td>1.40</td><td>(%)</td></tr> <tr><td>* X</td><td></td><td>(IN)</td></tr> <tr><td>* Y</td><td></td><td>(IN)</td></tr> <tr><td>* YY</td><td>999</td><td>(IN) 120</td></tr> <tr><td>* Z</td><td></td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>999</td><td>(IN) 60</td></tr> <tr><td>* AA</td><td></td><td>(IN)</td></tr> <tr><td>* BB</td><td></td><td>(IN)</td></tr> <tr><td>* CC</td><td></td><td>(IN)</td></tr> <tr><td>* DD</td><td>1.90</td><td>(%)</td></tr> <tr><td>* EE</td><td>3.00</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			* A	48	(IN)	* B	81	(IN)	* C	6.40	(%)	* D	8.60	(%)	* E	8.60	(%)	* F	6.60	(%)	* G	5.30	(%)	* H	8.40	(%)	* I	8.00	(%)	* J	145	(IN)	* K	4	(IN)	* L	56	(IN)	* M	70	(IN)	* N	4	(IN)	* O	41	(IN)	* P	50	(IN)	* Q	0.20	(%)	* R	1.60	(%)	* S	1.50	(%)	T		(IN)	U		(IN)	V		(%)	* W	1.40	(%)	* X		(IN)	* Y		(IN)	* YY	999	(IN) 120	* Z		(IN)	* ZZ	999	(IN) 60	* AA		(IN)	* BB		(IN)	* CC		(IN)	* DD	1.90	(%)	* EE	3.00	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
* A	48	(IN)																																																																																																												
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* EE	3.00	(%)																																																																																																												
DWS Transition Strip		NO																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												

Comments ▲



S 16TH ST & BIGLER ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



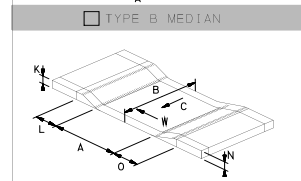
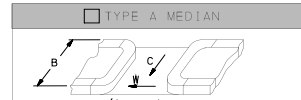
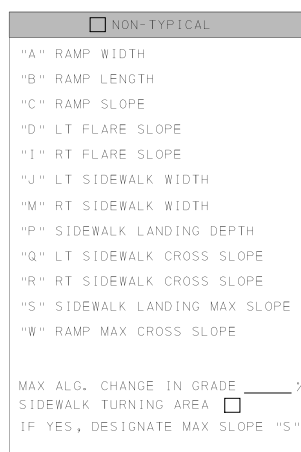
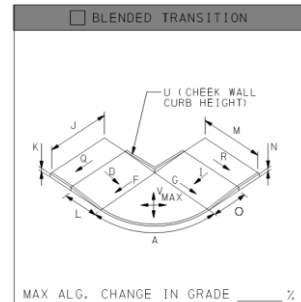
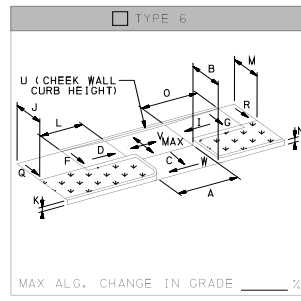
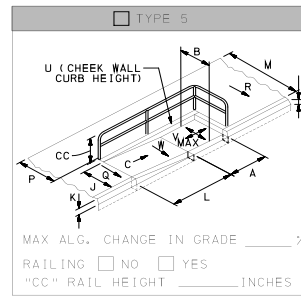
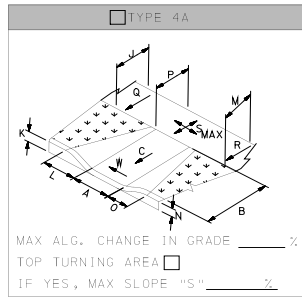
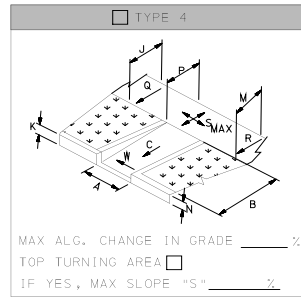
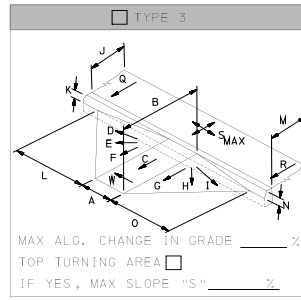
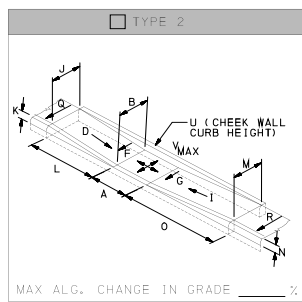
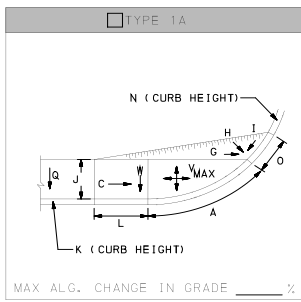
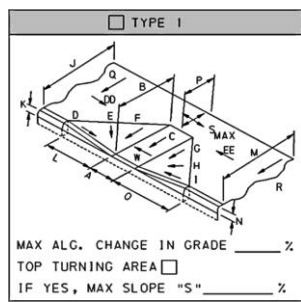
Insert Picture 6



S 16TH ST & BIGLER ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	2.70	%	0.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	11.5	
Intersection Ramp # of #	3	6	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



"0.00" inches or %		
*	A	48 (IN)
*	B	76 (IN)
*	C	6.80 (%)
*	D	8.00 (%)
*	E	8.40 (%)
*	F	4.10 (%)
*	G	7.80 (%)
*	H	8.60 (%)
*	I	7.80 (%)
*	J	85 (IN)
*	K	5 (IN)
*	L	42 (IN)
*	M	150 (IN)
*	N	3 (IN)
*	O	49 (IN)
*	P	52 (IN)
*	Q	0.30 (%)
*	R	1.50 (%)
*	S	1.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) 108
*	Z	(IN)
*	ZZ	999 (IN) na
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.90 (%)
*	EE	1.00 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		1.50 (%)

Comments ▲



S 16TH ST & BIGLER ST, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & BIGLER ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	4.10	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle in Street	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.2	
Intersection Ramp # of #	4	6	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																												
<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>* A</td><td>48</td><td>(IN)</td></tr> <tr><td>* B</td><td>84</td><td>(IN)</td></tr> <tr><td>* C</td><td>5.10</td><td>(%)</td></tr> <tr><td>* D</td><td>8.60</td><td>(%)</td></tr> <tr><td>* E</td><td>8.60</td><td>(%)</td></tr> <tr><td>* F</td><td>6.30</td><td>(%)</td></tr> <tr><td>* G</td><td>4.00</td><td>(%)</td></tr> <tr><td>* H</td><td>5.20</td><td>(%)</td></tr> <tr><td>* I</td><td>3.80</td><td>(%)</td></tr> <tr><td>* J</td><td>85</td><td>(IN)</td></tr> <tr><td>* K</td><td>3</td><td>(IN)</td></tr> <tr><td>* L</td><td>47</td><td>(IN)</td></tr> <tr><td>* M</td><td>150</td><td>(IN)</td></tr> <tr><td>* N</td><td>5</td><td>(IN)</td></tr> <tr><td>* O</td><td>45</td><td>(IN)</td></tr> <tr><td>* P</td><td>51</td><td>(IN)</td></tr> <tr><td>* Q</td><td>0.30</td><td>(%)</td></tr> <tr><td>* R</td><td>1.50</td><td>(%)</td></tr> <tr><td>* S</td><td>1.00</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>* W</td><td>0.90</td><td>(%)</td></tr> <tr><td>* X</td><td></td><td>(IN)</td></tr> <tr><td>* Y</td><td></td><td>(IN)</td></tr> <tr><td>* YY</td><td>999</td><td>(IN) 180</td></tr> <tr><td>* Z</td><td></td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>999</td><td>(IN) 60</td></tr> <tr><td>* AA</td><td></td><td>(IN)</td></tr> <tr><td>* BB</td><td></td><td>(IN)</td></tr> <tr><td>* CC</td><td></td><td>(IN)</td></tr> <tr><td>* DD</td><td>2.90</td><td>(%)</td></tr> <tr><td>* EE</td><td>1.00</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			* A	48	(IN)	* B	84	(IN)	* C	5.10	(%)	* D	8.60	(%)	* E	8.60	(%)	* F	6.30	(%)	* G	4.00	(%)	* H	5.20	(%)	* I	3.80	(%)	* J	85	(IN)	* K	3	(IN)	* L	47	(IN)	* M	150	(IN)	* N	5	(IN)	* O	45	(IN)	* P	51	(IN)	* Q	0.30	(%)	* R	1.50	(%)	* S	1.00	(%)	T		(IN)	U		(IN)	V		(%)	* W	0.90	(%)	* X		(IN)	* Y		(IN)	* YY	999	(IN) 180	* Z		(IN)	* ZZ	999	(IN) 60	* AA		(IN)	* BB		(IN)	* CC		(IN)	* DD	2.90	(%)	* EE	1.00	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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* EE	1.00	(%)																																																																																																												
DWS Transition Strip		NO																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												

Comments ▲



S 16TH ST & BIGLER ST, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



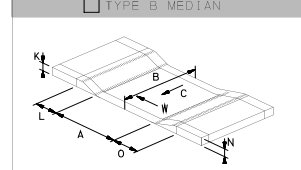
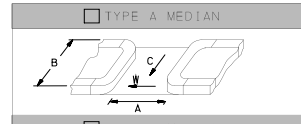
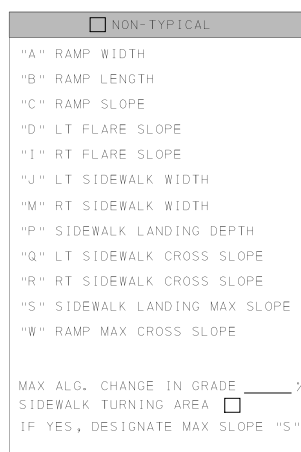
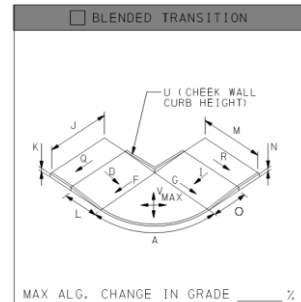
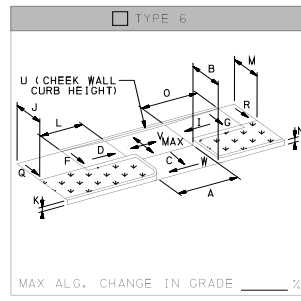
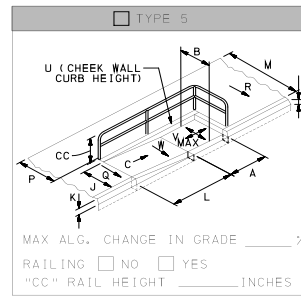
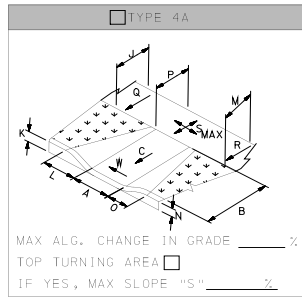
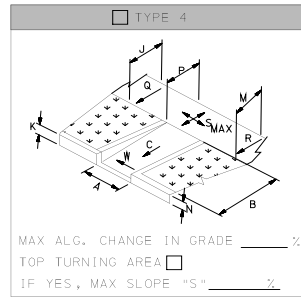
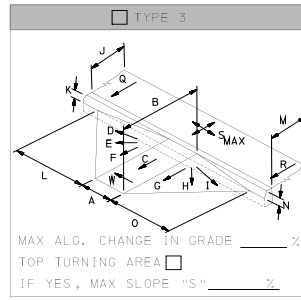
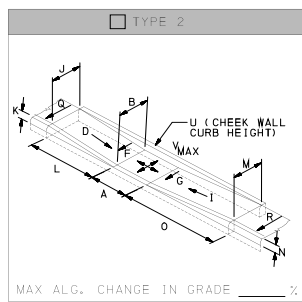
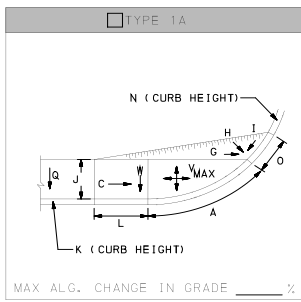
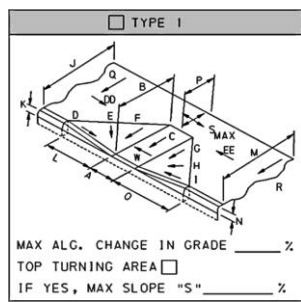
S 16TH ST & BIGLER ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	NO		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	5.70	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	13.2	
Intersection Ramp # of #	5	6	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



"0.00" inches or %		
*	A	48 (IN)
*	B	71 (IN)
*	C	7.50 (%)
*	D	7.60 (%)
*	E	7.50 (%)
*	F	6.30 (%)
*	G	7.00 (%)
*	H	8.00 (%)
*	I	6.20 (%)
*	J	145 (IN)
*	K	3 (IN)
*	L	43 (IN)
*	M	85 (IN)
*	N	5 (IN)
*	O	44 (IN)
*	P	49 (IN)
*	Q	1.00 (%)
*	R	1.30 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	2.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	(IN)
*	Z	(IN)
*	ZZ	(IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.40 (%)
*	EE	2.90 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		2.20 (%)

Comments ▲



S 16TH ST & BIGLER ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & BIGLER ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	01	26
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	6.00	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.5	0.0
Intersection Ramp # of #	6	6	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

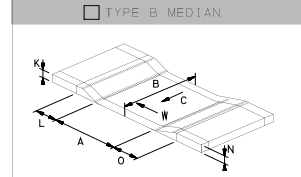
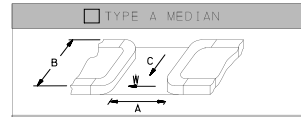
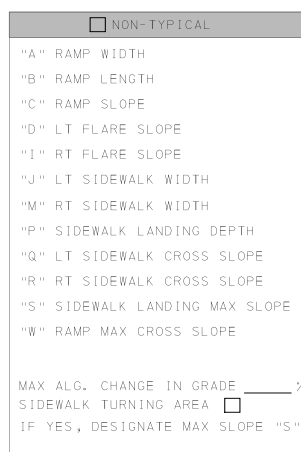
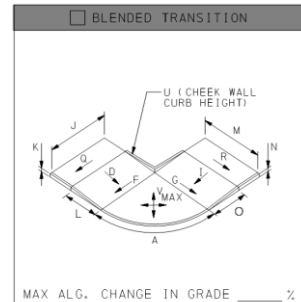
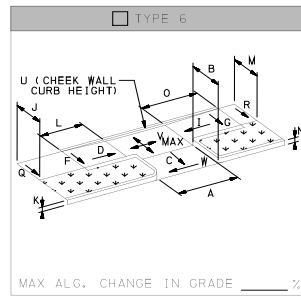
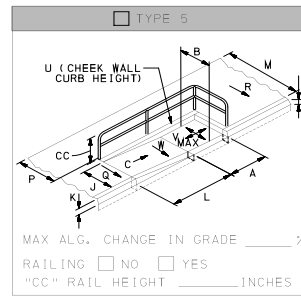
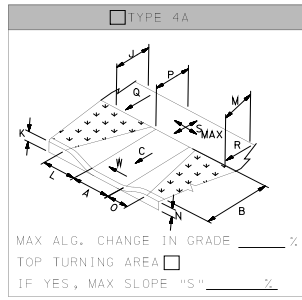
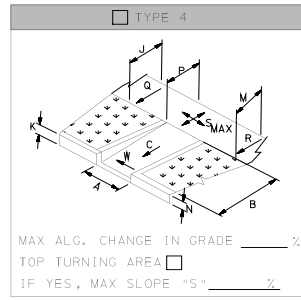
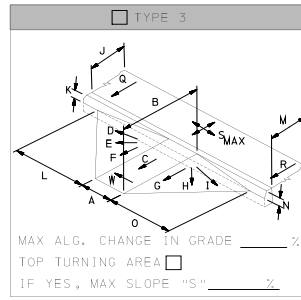
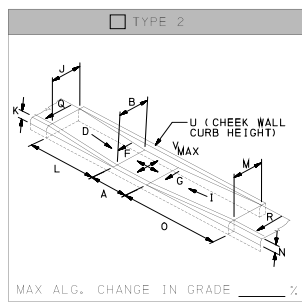
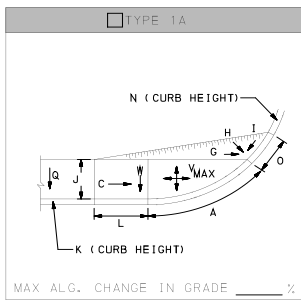
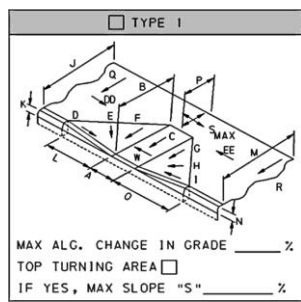
Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2023-01-26-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



"0.00" inches or %		
*	A	48 (IN)
*	B	64 (IN)
*	C	6.50 (%)
*	D	4.60 (%)
*	E	6.90 (%)
*	F	7.10 (%)
*	G	5.10 (%)
*	H	9.30 (%)
*	I	9.70 (%)
*	J	145 (IN)
*	K	5 (IN)
*	L	41 (IN)
*	M	85 (IN)
*	N	4 (IN)
*	O	57 (IN)
*	P	49 (IN)
*	Q	1.00 (%)
*	R	1.30 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) 120
*	Z	(IN)
*	ZZ	999 (IN) 60
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	3.40 (%)
*	EE	2.90 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		4.30 (%)

Comments ▲



S 16TH ST & BIGLER ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & JACKSON ST, PennDOT Location ID #

2

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	3.40	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle in Street	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.3	
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 16TH ST & JACKSON ST, PennDOT Location ID # 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>* A</td><td>48</td><td>(IN)</td></tr> <tr><td>* B</td><td>47</td><td>(IN)</td></tr> <tr><td>* C</td><td>6.90</td><td>(%)</td></tr> <tr><td>* D</td><td>7.50</td><td>(%)</td></tr> <tr><td>* E</td><td>0.00</td><td>(%)</td></tr> <tr><td>* F</td><td>0.00</td><td>(%)</td></tr> <tr><td>* G</td><td>7.40</td><td>(%)</td></tr> <tr><td>* H</td><td>8.30</td><td>(%)</td></tr> <tr><td>* I</td><td>8.10</td><td>(%)</td></tr> <tr><td>* J</td><td>65</td><td>(IN)</td></tr> <tr><td>* K</td><td>4</td><td>(IN)</td></tr> <tr><td>* L</td><td>43</td><td>(IN)</td></tr> <tr><td>* M</td><td>50</td><td>(IN)</td></tr> <tr><td>* N</td><td>2</td><td>(IN)</td></tr> <tr><td>* O</td><td>45</td><td>(IN)</td></tr> <tr><td>* P</td><td>48</td><td>(IN)</td></tr> <tr><td>* Q</td><td>1.50</td><td>(%)</td></tr> <tr><td>* R</td><td>1.60</td><td>(%)</td></tr> <tr><td>* S</td><td>1.50</td><td>(%)</td></tr> <tr><td>* T</td><td></td><td>(IN)</td></tr> <tr><td>* U</td><td></td><td>(IN)</td></tr> <tr><td>* V</td><td></td><td>(%)</td></tr> <tr><td>* W</td><td>1.30</td><td>(%)</td></tr> <tr><td>* X</td><td></td><td>(IN)</td></tr> <tr><td>* Y</td><td></td><td>(IN)</td></tr> <tr><td>* YY</td><td>999</td><td>(IN) 108</td></tr> <tr><td>* Z</td><td></td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>999</td><td>(IN) na</td></tr> <tr><td>* AA</td><td></td><td>(IN)</td></tr> <tr><td>* BB</td><td></td><td>(IN)</td></tr> <tr><td>* CC</td><td></td><td>(IN)</td></tr> <tr><td>* DD</td><td>0.10</td><td>(%)</td></tr> <tr><td>* EE</td><td>2.70</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			* A	48	(IN)	* B	47	(IN)	* C	6.90	(%)	* D	7.50	(%)	* E	0.00	(%)	* F	0.00	(%)	* G	7.40	(%)	* H	8.30	(%)	* I	8.10	(%)	* J	65	(IN)	* K	4	(IN)	* L	43	(IN)	* M	50	(IN)	* N	2	(IN)	* O	45	(IN)	* P	48	(IN)	* Q	1.50	(%)	* R	1.60	(%)	* S	1.50	(%)	* T		(IN)	* U		(IN)	* V		(%)	* W	1.30	(%)	* X		(IN)	* Y		(IN)	* YY	999	(IN) 108	* Z		(IN)	* ZZ	999	(IN) na	* AA		(IN)	* BB		(IN)	* CC		(IN)	* DD	0.10	(%)	* EE	2.70	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Comments ▲



S 16TH ST & JACKSON ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & JACKSON ST, PennDOT Location ID #

4

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	2.70	%	1.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.8	
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



S 16TH ST & JACKSON ST, PennDOT Location ID # 4

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲



S 16TH ST & JACKSON ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & JACKSON ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.70	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.9	
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work YES

Push Button Turning Area - Max Slope (%)		Comments:
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-12-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	



S 16TH ST & JACKSON ST, PennDOT Location ID # 12

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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DWS Transition Strip Slope (FF)		(%)																																																																																																												

Comments ▲



S 16TH ST & JACKSON ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & JACKSON ST, PennDOT Location ID #

14

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.50	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.8	
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

S 16TH ST & JACKSON ST, PennDOT Location ID # 14



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲

S 16TH ST & JACKSON ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & POLLOCK ST, PennDOT Location ID #

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.2	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

120" MIN

120" MAX

60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2023-06-30-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 16TH ST & POLLOCK ST, PennDOT Location ID # 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>

"0.00" inches or %	
* A	48 (IN)
* B	53 (IN)
* C	7.20 (%)
* D	7.20 (%)
* E	8.00 (%)
* F	6.10 (%)
* G	7.90 (%)
* H	6.60 (%)
* I	4.80 (%)
* J	100 (IN)
* K	2 (IN)
* L	32 (IN)
* M	60 (IN)
* N	3 (IN)
* O	37 (IN)
* P	48 (IN)
* Q	2.00 (%)
* R	2.00 (%)
* S	1.90 (%)
T	(IN)
U	(IN)
V	(%)
* W	1.20 (%)
* X	(IN)
* Y	(IN)
* YY	999 (IN) 96
* Z	(IN)
* ZZ	999 (IN) 84
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	5.60 (%)
* EE	1.60 (%)

Comments ▲

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)



S 16TH ST & POLLOCK ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & POLLOCK ST, PennDOT Location ID #

4

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.5	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



S 16TH ST & POLLOCK ST, PennDOT Location ID # 4

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																												
<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>50 (IN)</td></tr> <tr><td>*</td><td>C</td><td>5.50 (%)</td></tr> <tr><td>*</td><td>D</td><td>3.90 (%)</td></tr> <tr><td>*</td><td>E</td><td>6.10 (%)</td></tr> <tr><td>*</td><td>F</td><td>6.70 (%)</td></tr> <tr><td>*</td><td>G</td><td>6.10 (%)</td></tr> <tr><td>*</td><td>H</td><td>7.20 (%)</td></tr> <tr><td>*</td><td>I</td><td>5.40 (%)</td></tr> <tr><td>*</td><td>J</td><td>100 (IN)</td></tr> <tr><td>*</td><td>K</td><td>2 (IN)</td></tr> <tr><td>*</td><td>L</td><td>33 (IN)</td></tr> <tr><td>*</td><td>M</td><td>60 (IN)</td></tr> <tr><td>*</td><td>N</td><td>6 (IN)</td></tr> <tr><td>*</td><td>O</td><td>32 (IN)</td></tr> <tr><td>*</td><td>P</td><td>49 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>R</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>999 (IN) 120</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN) na</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>5.60 (%)</td></tr> <tr><td>*</td><td>EE</td><td>1.60 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			*	A	48 (IN)	*	B	50 (IN)	*	C	5.50 (%)	*	D	3.90 (%)	*	E	6.10 (%)	*	F	6.70 (%)	*	G	6.10 (%)	*	H	7.20 (%)	*	I	5.40 (%)	*	J	100 (IN)	*	K	2 (IN)	*	L	33 (IN)	*	M	60 (IN)	*	N	6 (IN)	*	O	32 (IN)	*	P	49 (IN)	*	Q	2.00 (%)	*	R	2.00 (%)	*	S	1.80 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	999 (IN) 120	*	Z	(IN)	*	ZZ	999 (IN) na	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	5.60 (%)	*	EE	1.60 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Comments ▲



S 16TH ST & POLLOCK ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & POLLOCK ST, PennDOT Location ID #

7

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	3.70	%	0.10 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.5	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Z° = Ramp Angle w/Crosswalk

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 16TH ST & POLLOCK ST, PennDOT Location ID # 7

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																													
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>55 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.80 (%)</td></tr> <tr><td>*</td><td>D</td><td>6.50 (%)</td></tr> <tr><td>*</td><td>E</td><td>8.10 (%)</td></tr> <tr><td>*</td><td>F</td><td>6.10 (%)</td></tr> <tr><td>*</td><td>G</td><td>6.90 (%)</td></tr> <tr><td>*</td><td>H</td><td>7.90 (%)</td></tr> <tr><td>*</td><td>I</td><td>6.70 (%)</td></tr> <tr><td>*</td><td>J</td><td>55 (IN)</td></tr> <tr><td>*</td><td>K</td><td>3 (IN)</td></tr> <tr><td>*</td><td>L</td><td>30 (IN)</td></tr> <tr><td>*</td><td>M</td><td>95 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>38 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.90 (%)</td></tr> <tr><td>*</td><td>R</td><td>2.80 (%)</td></tr> <tr><td>*</td><td>S</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.10 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>999 (IN) 168</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN) 96</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>2.80 (%)</td></tr> <tr><td>*</td><td>EE</td><td>2.40 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	55 (IN)	*	C	6.80 (%)	*	D	6.50 (%)	*	E	8.10 (%)	*	F	6.10 (%)	*	G	6.90 (%)	*	H	7.90 (%)	*	I	6.70 (%)	*	J	55 (IN)	*	K	3 (IN)	*	L	30 (IN)	*	M	95 (IN)	*	N	3 (IN)	*	O	38 (IN)	*	P	48 (IN)	*	Q	2.90 (%)	*	R	2.80 (%)	*	S	2.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.10 (%)	*	X	(IN)	*	Y	(IN)	*	YY	999 (IN) 168	*	Z	(IN)	*	ZZ	999 (IN) 96	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	2.80 (%)	*	EE	2.40 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Comments ▲



S 16TH ST & POLLOCK ST, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & POLLOCK ST, PennDOT Location ID #

9

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	3.90	%	0.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.6	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

ACCESSIBLE PUSH BUTTONS

120" MIN

120" MAX

60" MAX

42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 16TH ST & POLLOCK ST, PennDOT Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	68 (IN)
*	C	5.70 (%)
*	D	6.90 (%)
*	E	7.80 (%)
*	F	6.90 (%)
*	G	5.70 (%)
*	H	7.90 (%)
*	I	6.90 (%)
*	J	55 (IN)
*	K	6 (IN)
*	L	52 (IN)
*	M	95 (IN)
*	N	3 (IN)
*	O	36 (IN)
*	P	49 (IN)
*	Q	2.90 (%)
*	R	2.80 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) 168
*	Z	(IN)
*	ZZ	999 (IN) 96
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.80 (%)
*	EE	2.40 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



S 16TH ST & POLLOCK ST, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & POLLOCK ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	4.00	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.2	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 16TH ST & POLLOCK ST, PennDOT Location ID # 12

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>

"0.00" inches or %		
*	A	48 (IN)
*	B	68 (IN)
*	C	6.20 (%)
*	D	7.70 (%)
*	E	9.10 (%)
*	F	6.60 (%)
*	G	7.90 (%)
*	H	9.50 (%)
*	I	8.50 (%)
*	J	200 (IN)
*	K	4 (IN)
*	L	31 (IN)
*	M	140 (IN)
*	N	5 (IN)
*	O	53 (IN)
*	P	49 (IN)
*	Q	2.50 (%)
*	R	1.00 (%)
*	S	1.40 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) 132
*	Z	(IN)
*	ZZ	999 (IN) na
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	4.00 (%)
*	EE	0.70 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



S 16TH ST & POLLOCK ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & POLLOCK ST, PennDOT Location ID #

14

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:	
ECMS #	Alg Δ Grade (%)	8.4	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w\Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2023-06-30-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

S 16TH ST & POLLOCK ST, PennDOT Location ID # 14



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>61 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.40 (%)</td></tr> <tr><td>*</td><td>D</td><td>5.50 (%)</td></tr> <tr><td>*</td><td>E</td><td>7.40 (%)</td></tr> <tr><td>*</td><td>F</td><td>6.10 (%)</td></tr> <tr><td>*</td><td>G</td><td>6.10 (%)</td></tr> <tr><td>*</td><td>H</td><td>7.70 (%)</td></tr> <tr><td>*</td><td>I</td><td>6.30 (%)</td></tr> <tr><td>*</td><td>J</td><td>200 (IN)</td></tr> <tr><td>*</td><td>K</td><td>3 (IN)</td></tr> <tr><td>*</td><td>L</td><td>39 (IN)</td></tr> <tr><td>*</td><td>M</td><td>140 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>35 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>2.50 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>999 (IN) 144</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN) 72</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>4.00 (%)</td></tr> <tr><td>*</td><td>EE</td><td>0.70 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			*	A	48 (IN)	*	B	61 (IN)	*	C	6.40 (%)	*	D	5.50 (%)	*	E	7.40 (%)	*	F	6.10 (%)	*	G	6.10 (%)	*	H	7.70 (%)	*	I	6.30 (%)	*	J	200 (IN)	*	K	3 (IN)	*	L	39 (IN)	*	M	140 (IN)	*	N	3 (IN)	*	O	35 (IN)	*	P	48 (IN)	*	Q	2.50 (%)	*	R	1.00 (%)	*	S	1.50 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.40 (%)	*	X	(IN)	*	Y	(IN)	*	YY	999 (IN) 144	*	Z	(IN)	*	ZZ	999 (IN) 72	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	4.00 (%)	*	EE	0.70 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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DWS Transition Strip		NO																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												

Comments ▲



S 16TH ST & POLLOCK ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & POLLOCK ST, PennDOT Location ID #

17

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	1.40	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.1	
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

ACCESSIBLE PUSH BUTTONS

120" MIN

120" MAX

60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2023-06-30-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 16TH ST & POLLOCK ST, PennDOT Location ID # 17

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>

"0.00" inches or %		
*	A	48 (IN)
*	B	46 (IN)
*	C	7.70 (%)
*	D	6.40 (%)
*	E	8.00 (%)
*	F	8.20 (%)
*	G	8.20 (%)
*	H	9.90 (%)
*	I	9.40 (%)
*	J	110 (IN)
*	K	2 (IN)
*	L	38 (IN)
*	M	150 (IN)
*	N	2 (IN)
*	O	40 (IN)
*	P	50 (IN)
*	Q	1.10 (%)
*	R	2.20 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) 120
*	Z	(IN)
*	ZZ	999 (IN) na
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.30 (%)
*	EE	2.40 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



S 16TH ST & POLLOCK ST, PennDOT Location ID # 17



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & POLLOCK ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.70	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:	
ECMS #	Alg Δ Grade (%)	6.0	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 16TH ST & POLLOCK ST, PennDOT Location ID # 19

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>

"0.00" inches or %	
* A	48 (IN)
* B	49 (IN)
* C	3.20 (%)
* D	7.40 (%)
* E	0.00 (%)
* F	0.00 (%)
* G	3.50 (%)
* H	7.70 (%)
* I	7.00 (%)
* J	110 (IN)
* K	4 (IN)
* L	38 (IN)
* M	150 (IN)
* N	2 (IN)
* O	37 (IN)
* P	48 (IN)
* Q	1.10 (%)
* R	2.20 (%)
* S	(%) Field measured 2.4% at back left
* T	(IN)
* U	(IN)
* V	(%)
* W	0.60 (%)
* X	(IN)
* Y	(IN)
* YY	999 (IN) 120
* Z	(IN)
* ZZ	999 (IN) 60
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	1.30 (%)
* EE	2.40 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) (%)	

Comments ▲



S 16TH ST & POLLOCK ST, PennDOT Location ID # 19



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & SHUNK ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Aikaterini Papazoglou Streets Department		
Designer 2	Preiser Brunat Streets Department		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.80	%	0.70 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.5	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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S 16TH ST & SHUNK ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Aikaterini Papazoglou Streets Department		
Designer 2	Preiser Brunat Streets Department		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	NO		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	5.40	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	13.0	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

Northbound

□ ACCESSIBLE PUSH BUTTONS

120° MIN
120° MAX
60° MAX
42°

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #e0e0e0;">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>38 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.60 (%)</td></tr> <tr><td>*</td><td>D</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>E</td><td>4.40 (%)</td></tr> <tr><td>*</td><td>F</td><td>7.10 (%)</td></tr> <tr><td>*</td><td>G</td><td>8.30 (%)</td></tr> <tr><td>*</td><td>H</td><td>8.20 (%)</td></tr> <tr><td>*</td><td>I</td><td>5.80 (%)</td></tr> <tr><td>*</td><td>J</td><td>160 (IN)</td></tr> <tr><td>*</td><td>K</td><td>5 (IN)</td></tr> <tr><td>*</td><td>L</td><td>50 (IN)</td></tr> <tr><td>*</td><td>M</td><td>155 (IN)</td></tr> <tr><td>*</td><td>N</td><td>2 (IN)</td></tr> <tr><td>*</td><td>O</td><td>32 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>0.20 (%)</td></tr> <tr><td>*</td><td>R</td><td>0.70 (%)</td></tr> <tr><td>*</td><td>S</td><td>2.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(IN)</td></tr> <tr><td>*</td><td>W</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>0.60 (%)</td></tr> <tr><td>*</td><td>EE</td><td>0.20 (%)</td></tr> <tr style="background-color: #e0e0e0;"><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr style="background-color: #e0e0e0;"><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	38 (IN)	*	C	7.60 (%)	*	D	3.50 (%)	*	E	4.40 (%)	*	F	7.10 (%)	*	G	8.30 (%)	*	H	8.20 (%)	*	I	5.80 (%)	*	J	160 (IN)	*	K	5 (IN)	*	L	50 (IN)	*	M	155 (IN)	*	N	2 (IN)	*	O	32 (IN)	*	P	48 (IN)	*	Q	0.20 (%)	*	R	0.70 (%)	*	S	2.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(IN)	*	W	1.40 (%)	*	X	(IN)	*	Y	(IN)	*	YY	(IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	0.60 (%)	*	EE	0.20 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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*	W	1.40 (%)																																																																																																												
*	X	(IN)																																																																																																												
*	Y	(IN)																																																																																																												
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*	EE	0.20 (%)																																																																																																												
DWS Transition Strip		NO																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																													

Comments ▲



S 16TH ST & SHUNK ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Additional Explanation #1

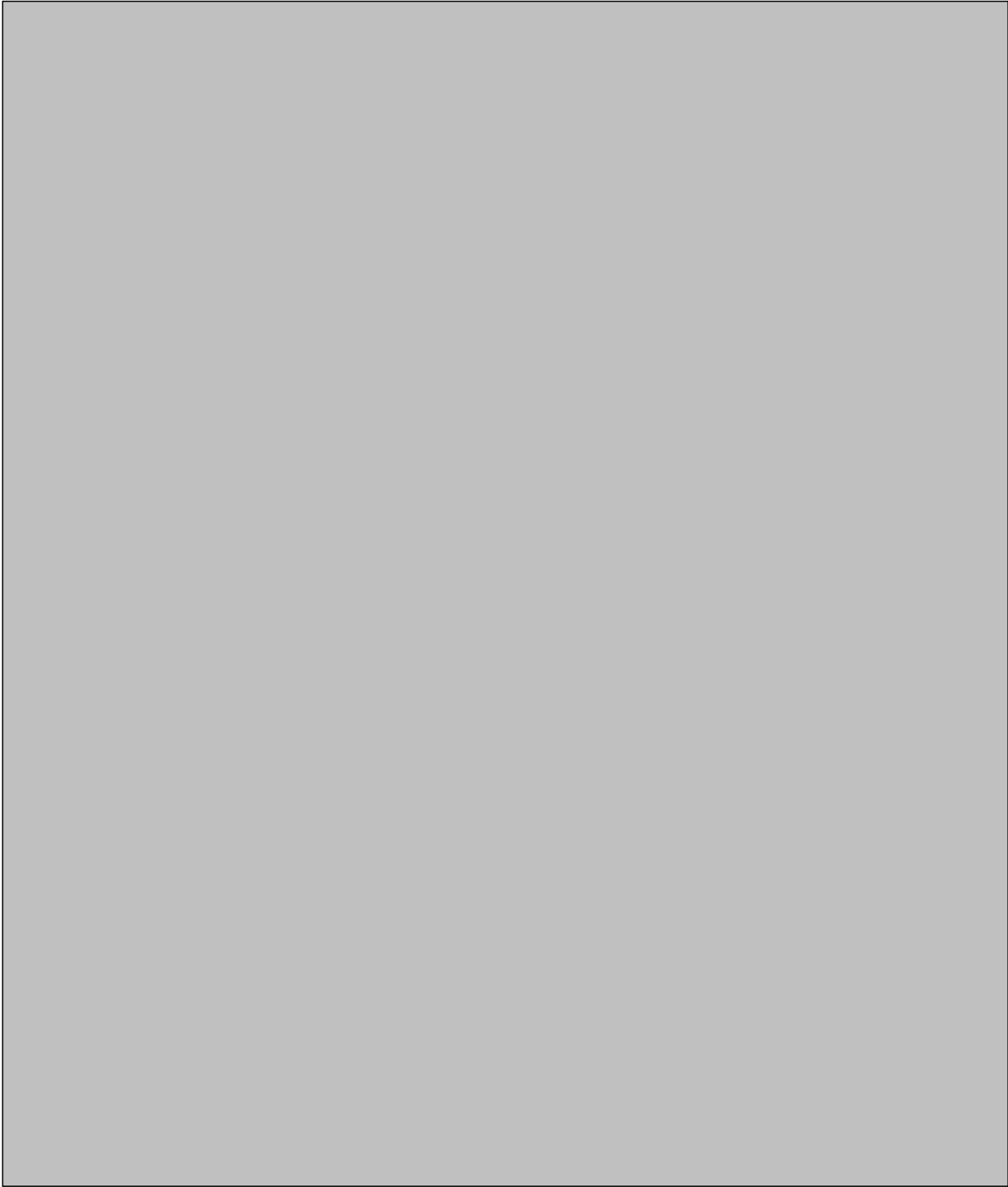
Additional Explanation #2

Additional Explanation #3

Additional Explanation #4

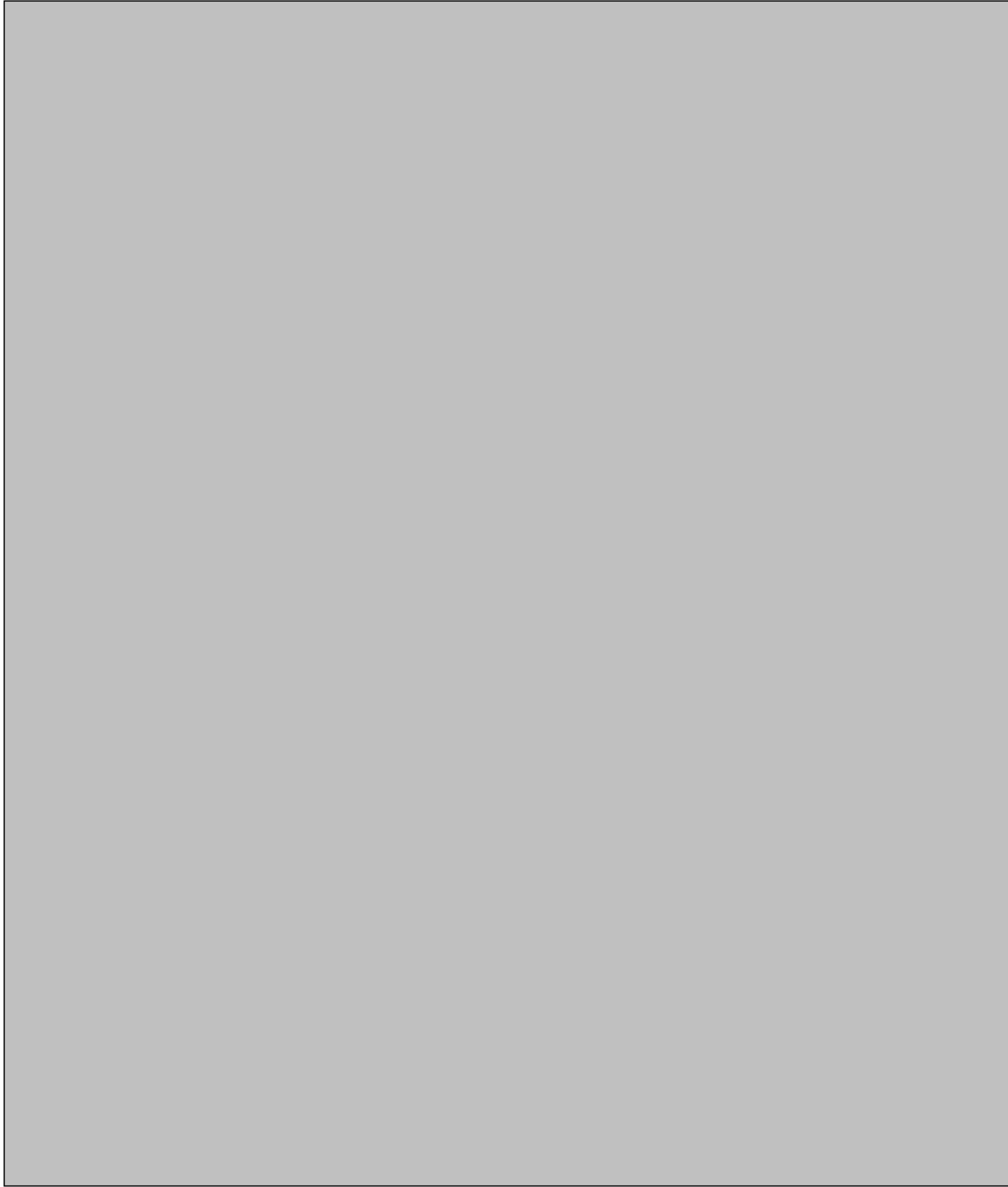


Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)





Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)





S 16TH ST & SHUNK ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Aikaterini Papazoglou Streets Department		
Designer 2	Preiser Brunat Streets Department		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.70 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

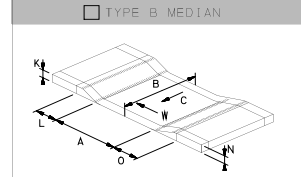
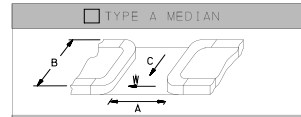
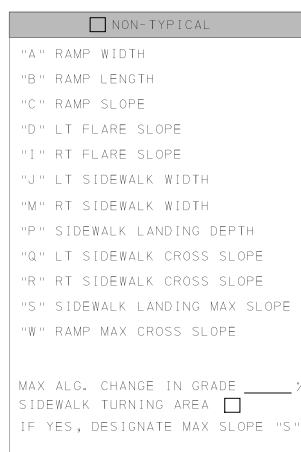
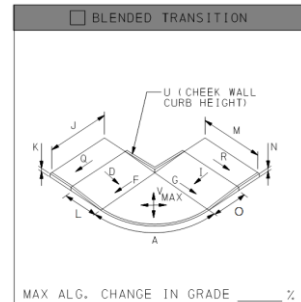
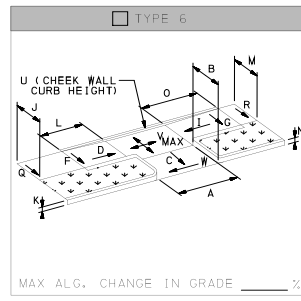
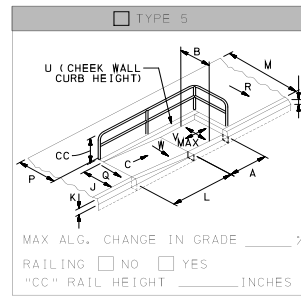
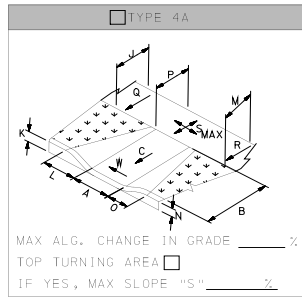
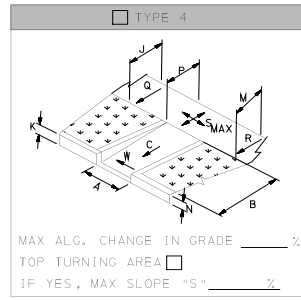
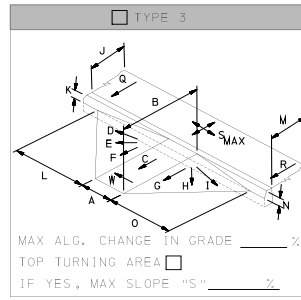
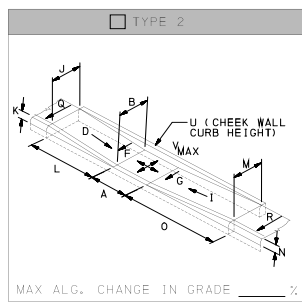
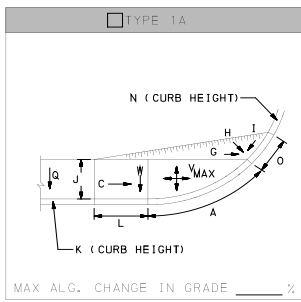
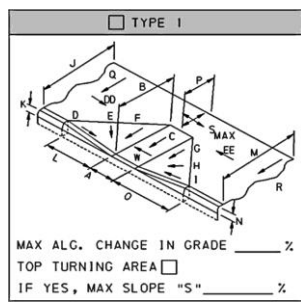
Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



"0.00" inches or %		
*	A	48 (IN)
*	B	42 (IN)
*	C	6.00 (%)
*	D	4.20 (%)
*	E	6.80 (%)
*	F	6.60 (%)
*	G	5.30 (%)
*	H	7.10 (%)
*	I	6.40 (%)
*	J	105 (IN)
*	K	2 (IN)
*	L	32 (IN)
*	M	135 (IN)
*	N	5 (IN)
*	O	48 (IN)
*	P	48 (IN)
*	Q	4.50 (%)
*	R	3.60 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.20 (%)
*	EE	2.90 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



S 16TH ST & SHUNK ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & SHUNK ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Aikaterini Papazoglou Streets Department		
Designer 2	Preiser Brunat Streets Department		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	NO		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.30	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	4.8	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Z° = Ramp Angle w\Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 16TH ST & SHUNK ST, PennDOT Location ID #

14

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																												
<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>42 (IN)</td></tr> <tr><td>*</td><td>C</td><td>2.50 (%)</td></tr> <tr><td>*</td><td>D</td><td>4.10 (%)</td></tr> <tr><td>*</td><td>E</td><td>4.30 (%)</td></tr> <tr><td>*</td><td>F</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>G</td><td>999 (%) Stop sign</td></tr> <tr><td>*</td><td>H</td><td>999 (%) Stop sign</td></tr> <tr><td>*</td><td>I</td><td>999 (%) Stop sign</td></tr> <tr><td>*</td><td>J</td><td>105 (IN)</td></tr> <tr><td>*</td><td>K</td><td>6 (IN)</td></tr> <tr><td>*</td><td>L</td><td>52 (IN)</td></tr> <tr><td>*</td><td>M</td><td>135 (IN)</td></tr> <tr><td>*</td><td>N</td><td>3 (IN)</td></tr> <tr><td>*</td><td>O</td><td>28 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>4.50 (%)</td></tr> <tr><td>*</td><td>R</td><td>3.60 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(IN)</td></tr> <tr><td>*</td><td>W</td><td>1.60 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>(IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>(IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>2.20 (%)</td></tr> <tr><td>*</td><td>EE</td><td>2.90 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			*	A	48 (IN)	*	B	42 (IN)	*	C	2.50 (%)	*	D	4.10 (%)	*	E	4.30 (%)	*	F	1.60 (%)	*	G	999 (%) Stop sign	*	H	999 (%) Stop sign	*	I	999 (%) Stop sign	*	J	105 (IN)	*	K	6 (IN)	*	L	52 (IN)	*	M	135 (IN)	*	N	3 (IN)	*	O	28 (IN)	*	P	48 (IN)	*	Q	4.50 (%)	*	R	3.60 (%)	*	S	1.20 (%)	*	T	(IN)	*	U	(IN)	*	V	(IN)	*	W	1.60 (%)	*	X	(IN)	*	Y	(IN)	*	YY	(IN)	*	Z	(IN)	*	ZZ	(IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	2.20 (%)	*	EE	2.90 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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*	EE	2.90 (%)																																																																																																												
DWS Transition Strip		NO																																																																																																												
DWS Transition Strip Slope (FF)		(%)																																																																																																												

Comments ▲

Stop sign



S 16TH ST & SHUNK ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & WOLF ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.40	%	0.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	11.6	
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



S 16TH ST & WOLF ST, PennDOT Location ID # 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

"0.00" inches or %		Comments ▲
* A	48	(IN)
* B	45	(IN)
* C	7.85	(%)
* D	999	(%) hydrant
* E	9.90	(%)
* F	8.00	(%)
* G	8.20	(%)
* H	8.30	(%)
* I	6.20	(%)
* J	90	(IN)
* K	4	(IN)
* L	40	(IN)
* M	48	(IN)
* N	6	(IN)
* O	47	(IN)
* P	49	(IN)
* Q	2.00	(%)
* R	0.50	(%)
* S	1.40	(%)
T		(IN)
U		(IN)
V		(%)
* W	1.50	(%)
* X		(IN)
* Y		(IN)
* YY	156	(IN)
* Z		(IN)
* ZZ	48	(IN)
* AA		(IN)
* BB		(IN)
* CC		(IN) 8.6above DWS, 7.2 on DWS
* DD	1.90	(%)
* EE	8.30	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



S 16TH ST & WOLF ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & WOLF ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.90	%	0.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	13.1	
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

Algebraic Difference

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2023-06-30-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>* A</td><td>48</td><td>(IN)</td></tr> <tr><td>* B</td><td>34</td><td>(IN)</td></tr> <tr><td>* C</td><td>8.10</td><td>(%)</td></tr> <tr><td>* D</td><td>5.90</td><td>(%)</td></tr> <tr><td>E</td><td>9.00</td><td>(%)</td></tr> <tr><td>* F</td><td>8.20</td><td>(%)</td></tr> <tr><td>* G</td><td>7.60</td><td>(%)</td></tr> <tr><td>H</td><td>9.50</td><td>(%)</td></tr> <tr><td>I</td><td>7.30</td><td>(%)</td></tr> <tr><td>* J</td><td>90</td><td>(IN)</td></tr> <tr><td>K</td><td>6</td><td>(IN)</td></tr> <tr><td>L</td><td>50</td><td>(IN)</td></tr> <tr><td>* M</td><td>48</td><td>(IN)</td></tr> <tr><td>N</td><td>2</td><td>(IN)</td></tr> <tr><td>O</td><td>36</td><td>(IN)</td></tr> <tr><td>* P</td><td>51</td><td>(IN)</td></tr> <tr><td>* Q</td><td>2.00</td><td>(%)</td></tr> <tr><td>* R</td><td>0.50</td><td>(%)</td></tr> <tr><td>* S</td><td>0.60</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>* W</td><td>1.00</td><td>(%)</td></tr> <tr><td>* X</td><td></td><td>(IN)</td></tr> <tr><td>* Y</td><td></td><td>(IN)</td></tr> <tr><td>* YY</td><td>999</td><td>(IN) 180</td></tr> <tr><td>* Z</td><td></td><td>(IN)</td></tr> <tr><td>* ZZ</td><td>999</td><td>(IN) 60</td></tr> <tr><td>* AA</td><td></td><td>(IN)</td></tr> <tr><td>* BB</td><td></td><td>(IN)</td></tr> <tr><td>* CC</td><td></td><td>(IN)</td></tr> <tr><td>* DD</td><td>1.90</td><td>(%)</td></tr> <tr><td>* EE</td><td>2.30</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			* A	48	(IN)	* B	34	(IN)	* C	8.10	(%)	* D	5.90	(%)	E	9.00	(%)	* F	8.20	(%)	* G	7.60	(%)	H	9.50	(%)	I	7.30	(%)	* J	90	(IN)	K	6	(IN)	L	50	(IN)	* M	48	(IN)	N	2	(IN)	O	36	(IN)	* P	51	(IN)	* Q	2.00	(%)	* R	0.50	(%)	* S	0.60	(%)	T		(IN)	U		(IN)	V		(%)	* W	1.00	(%)	* X		(IN)	* Y		(IN)	* YY	999	(IN) 180	* Z		(IN)	* ZZ	999	(IN) 60	* AA		(IN)	* BB		(IN)	* CC		(IN)	* DD	1.90	(%)	* EE	2.30	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p>Comments ▲</p>																																																																																																												
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S 16TH ST & WOLF ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	5.20	%	0.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.8	
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X% -Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X% Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2023-06-30-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 16TH ST & WOLF ST, PennDOT Location ID # 7

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲



S 16TH ST & WOLF ST, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 16TH ST & WOLF ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2022	12	05
Designer 1	Eric Long JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	5.10	%	2.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	6 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.0	
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S16THSt-2022-12-05-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 16TH ST & WOLF ST, PennDOT Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
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Comments ▲

60



S 16TH ST & WOLF ST, PennDOT Location ID # 9



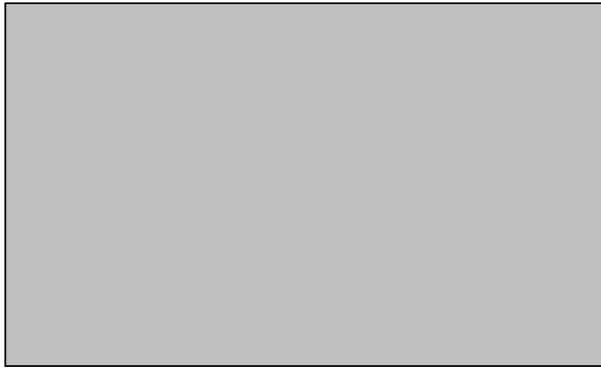
Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S FRONT ST & MC KEAN ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2022	11	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	5		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	10 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	MC KEAN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	MC KEAN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Algebraic Difference = X% - Y%



S FRONT ST & MC KEAN ST, PennDOT Location ID # 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

*0.00" inches or %	
A	48 (IN)
B	35 (IN)
C	6.40 (%)
D	4.60 (%)
E	5.10 (%)
F	6.00 (%)
G	6.00 (%)
H	5.20 (%)
I	4.20 (%)
J	80 (IN)
K	2 (IN)
L	34 (IN)
M	95 (IN)
N	5 (IN)
O	32 (IN)
P	49 (IN)
Q	2.00 (%)
R	0.20 (%)
S	1.00 (%)
T	(IN)
U	(IN)
V	(%)
W	0.70 (%)
X	(IN)
Y	(IN)
YY	180 (IN)
Z	(IN)
ZZ	999 (IN) not applicable
AA	(IN)
BB	(IN)
CC	(IN)
DD	2.40 (%)
EE	4.90 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) _____ (%)	

Comments ▲



S FRONT ST & MC KEAN ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S FRONT ST & MC KEAN ST, PennDOT Location ID

4

*Date of Design (yyyy mm dd)	2022	11	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.20	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	12 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	MC KEAN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	MC KEAN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

120" MAX

60" MAX

42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSt-MCKEANSt-SFRONTSt-MCKEANSt-2022-11-30-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S FRONT ST & MC KEAN ST, PennDOT Location ID # 4

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;">*0.00" inches or %</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>36</td><td>(IN)</td></tr> <tr><td>C</td><td>5.70</td><td>(%)</td></tr> <tr><td>D</td><td>3.20</td><td>(%)</td></tr> <tr><td>E</td><td>4.50</td><td>(%)</td></tr> <tr><td>F</td><td>5.60</td><td>(%)</td></tr> <tr><td>G</td><td>6.00</td><td>(%)</td></tr> <tr><td>H</td><td>9.20</td><td>(%)</td></tr> <tr><td>I</td><td>9.00</td><td>(%)</td></tr> <tr><td>J</td><td>80</td><td>(IN)</td></tr> <tr><td>K</td><td>4</td><td>(IN)</td></tr> <tr><td>L</td><td>31</td><td>(IN)</td></tr> <tr><td>M</td><td>95</td><td>(IN)</td></tr> <tr><td>N</td><td>2</td><td>(IN)</td></tr> <tr><td>O</td><td>32</td><td>(IN)</td></tr> <tr><td>P</td><td>48</td><td>(IN)</td></tr> <tr><td>Q</td><td>2.00</td><td>(%)</td></tr> <tr><td>R</td><td>0.20</td><td>(%)</td></tr> <tr><td>S</td><td>1.30</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.90</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>999</td><td>(IN) not applicable</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>999</td><td>(IN) not applicable</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>2.40</td><td>(%)</td></tr> <tr><td>EE</td><td>4.90</td><td>(%)</td></tr> <tr><td colspan="2" style="background-color: #00FFFF;">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2" style="background-color: #00FFFF;">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </table>	A	48	(IN)	B	36	(IN)	C	5.70	(%)	D	3.20	(%)	E	4.50	(%)	F	5.60	(%)	G	6.00	(%)	H	9.20	(%)	I	9.00	(%)	J	80	(IN)	K	4	(IN)	L	31	(IN)	M	95	(IN)	N	2	(IN)	O	32	(IN)	P	48	(IN)	Q	2.00	(%)	R	0.20	(%)	S	1.30	(%)	T		(IN)	U		(IN)	V		(%)	W	1.90	(%)	X		(IN)	Y		(IN)	YY	999	(IN) not applicable	Z		(IN)	ZZ	999	(IN) not applicable	AA		(IN)	BB		(IN)	CC		(IN)	DD	2.40	(%)	EE	4.90	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Comments ▲



S FRONT ST & MC KEAN ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S FRONT ST & MC KEAN ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2022	11	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	13 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	MC KEAN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	MC KEAN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

<p>Z° = Ramp Angle w/Crosswalk</p>	
<p>Algebraic Difference = X% - (-Y%)</p>	
<p>Algebraic Difference = X% - Y%</p>	

	<p>120" MIN 120" MAX 60" MAX 42" DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>
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Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSI-MCKEANSI-SFRONTSI-MCKEANSI-2022-11-30-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S FRONT ST & MC KEAN ST, PennDOT Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

*0.00" inches or %	
A	48 (IN)
B	67 (IN)
C	5.30 (%)
D	5.90 (%)
E	7.00 (%)
F	5.30 (%)
G	5.10 (%)
H	8.00 (%)
I	7.30 (%)
J	90 (IN)
K	2 (IN)
L	35 (IN)
M	130 (IN)
N	2 (IN)
O	36 (IN)
P	66 (IN)
Q	0.50 (%)
R	1.90 (%)
S	1.70 (%)
T	(IN)
U	(IN)
V	(IN)
W	1.30 (%)
X	(IN)
Y	(IN)
YY	999 (IN) not applicable
Z	(IN)
ZZ	999 (IN) not applicable
AA	(IN)
BB	(IN)
CC	(IN)
DD	6.30 (%)
EE	2.40 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) _____ (%)	

Comments ▲



S FRONT ST & MC KEAN ST, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S FRONT ST & MC KEAN ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2022	11	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	19 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	MC KEAN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	MC KEAN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



S FRONT ST & MC KEAN ST, PennDOT Location ID # 12

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>41</td><td>(IN)</td></tr> <tr><td>C</td><td>6.10</td><td>(%)</td></tr> <tr><td>D</td><td>9.30</td><td>(%)</td></tr> <tr><td>E</td><td>10.20</td><td>(%)</td></tr> <tr><td>F</td><td>5.80</td><td>(%)</td></tr> <tr><td>G</td><td>7.10</td><td>(%)</td></tr> <tr><td>H</td><td>8.10</td><td>(%)</td></tr> <tr><td>I</td><td>6.40</td><td>(%)</td></tr> <tr><td>J</td><td>135</td><td>(IN)</td></tr> <tr><td>K</td><td>4</td><td>(IN)</td></tr> <tr><td>L</td><td>34</td><td>(IN)</td></tr> <tr><td>M</td><td>85</td><td>(IN)</td></tr> <tr><td>N</td><td>4</td><td>(IN)</td></tr> <tr><td>O</td><td>35</td><td>(IN)</td></tr> <tr><td>P</td><td>49</td><td>(IN)</td></tr> <tr><td>Q</td><td>0.70</td><td>(%)</td></tr> <tr><td>R</td><td>0.50</td><td>(%)</td></tr> <tr><td>S</td><td>1.30</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.80</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>999</td><td>(IN) Cannot be completed</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>999</td><td>(IN) Cannot be completed</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>6.60</td><td>(%)</td></tr> <tr><td>EE</td><td>7.80</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	41	(IN)	C	6.10	(%)	D	9.30	(%)	E	10.20	(%)	F	5.80	(%)	G	7.10	(%)	H	8.10	(%)	I	6.40	(%)	J	135	(IN)	K	4	(IN)	L	34	(IN)	M	85	(IN)	N	4	(IN)	O	35	(IN)	P	49	(IN)	Q	0.70	(%)	R	0.50	(%)	S	1.30	(%)	T		(IN)	U		(IN)	V		(%)	W	1.80	(%)	X		(IN)	Y		(IN)	YY	999	(IN) Cannot be completed	Z		(IN)	ZZ	999	(IN) Cannot be completed	AA		(IN)	BB		(IN)	CC		(IN)	DD	6.60	(%)	EE	7.80	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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S FRONT ST & MC KEAN ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S FRONT ST & MC KEAN ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	01	27
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.40 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	17 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	MC KEAN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	MC KEAN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Algebraic Difference = X% - Y%



S FRONT ST & MC KEAN ST, PennDOT Location ID # 14

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;">*0.00" inches or %</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>40</td><td>(IN)</td></tr> <tr><td>C</td><td>5.70</td><td>(%)</td></tr> <tr><td>D</td><td>7.70</td><td>(%)</td></tr> <tr><td>E</td><td>7.90</td><td>(%)</td></tr> <tr><td>F</td><td>5.40</td><td>(%)</td></tr> <tr><td>G</td><td>6.20</td><td>(%)</td></tr> <tr><td>H</td><td>8.70</td><td>(%)</td></tr> <tr><td>I</td><td>8.00</td><td>(%)</td></tr> <tr><td>J</td><td>135</td><td>(IN)</td></tr> <tr><td>K</td><td>4</td><td>(IN)</td></tr> <tr><td>L</td><td>31</td><td>(IN)</td></tr> <tr><td>M</td><td>85</td><td>(IN)</td></tr> <tr><td>N</td><td>5</td><td>(IN)</td></tr> <tr><td>O</td><td>55</td><td>(IN)</td></tr> <tr><td>P</td><td>49</td><td>(IN)</td></tr> <tr><td>Q</td><td>0.70</td><td>(%)</td></tr> <tr><td>R</td><td>0.50</td><td>(%)</td></tr> <tr><td>S</td><td>1.40</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.20</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>999</td><td>(IN) Cannot be completed</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>999</td><td>(IN) Cannot be completed</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>6.60</td><td>(%)</td></tr> <tr><td>EE</td><td>7.80</td><td>(%)</td></tr> <tr><td colspan="2" style="background-color: yellow;">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2" style="background-color: yellow;">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </table>	A	48	(IN)	B	40	(IN)	C	5.70	(%)	D	7.70	(%)	E	7.90	(%)	F	5.40	(%)	G	6.20	(%)	H	8.70	(%)	I	8.00	(%)	J	135	(IN)	K	4	(IN)	L	31	(IN)	M	85	(IN)	N	5	(IN)	O	55	(IN)	P	49	(IN)	Q	0.70	(%)	R	0.50	(%)	S	1.40	(%)	T		(IN)	U		(IN)	V		(%)	W	1.20	(%)	X		(IN)	Y		(IN)	YY	999	(IN) Cannot be completed	Z		(IN)	ZZ	999	(IN) Cannot be completed	AA		(IN)	BB		(IN)	CC		(IN)	DD	6.60	(%)	EE	7.80	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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DWS Transition Strip		NO																																																																																																										
DWS Transition Strip Slope (FF)		(%)																																																																																																										
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																										
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																											
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																											
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																																																												
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																												

Comments ▲



S FRONT ST & MC KEAN ST, PennDOT Location ID # 14



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S FRONT ST & MIFFLIN ST, PennDOT Location ID #

17

*Date of Design (yyyy mm dd)	2023	05	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	7 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	MIFFLIN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	MIFFLIN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

120" MIN

120" MAX

60" MAX

42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSI-MIFFLINSt-SFRONTSI-MIFFLINSt-2023-05-09-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S FRONT ST & MIFFLIN ST, PennDOT Location ID # 17

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

*0.00" inches or %	
A	48 (IN)
B	36 (IN)
C	5.20 (%)
D	6.80 (%)
E	8.60 (%)
F	4.80 (%)
G	5.10 (%)
H	4.60 (%)
I	3.70 (%)
J	90 (IN)
K	2 (IN)
L	32 (IN)
M	70 (IN)
N	4 (IN)
O	32 (IN)
P	48 (IN)
Q	1.20 (%)
R	0.50 (%)
S	1.60 (%)
T	(IN)
U	(IN)
V	(%)
W	0.50 (%)
X	(IN)
Y	(IN)
YY	999 (IN) not applicable
Z	(IN)
ZZ	999 (IN) not applicable
AA	(IN)
BB	(IN)
CC	(IN)
DD	4.10 (%)
EE	5.00 (%)
DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲



S FRONT ST & MIFFLIN ST, PennDOT Location ID # 17



Insert Picture 1



Insert Picture 2



Insert Picture 3



Insert Picture 4



Insert Picture 5



Insert Picture 6



S FRONT ST & MIFFLIN ST, PennDOT Location ID #

19

*Date of Design (yyyy mm dd)	2023	05	09
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	5 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.5	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	MIFFLIN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	MIFFLIN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSt-MIFFLINSt-SFRONTSSt-MIFFLINSt-2023-05-09-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)



S FRONT ST & MIFFLIN ST, PennDOT Location ID # 19

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #f2f2f2;">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td style="background-color: #00ff00;">48</td><td>(IN)</td></tr> <tr><td>B</td><td style="background-color: #00ff00;">32</td><td>(IN)</td></tr> <tr><td>C</td><td style="background-color: #00ff00;">5.30</td><td>(%)</td></tr> <tr><td>D</td><td style="background-color: #00ff00;">3.30</td><td>(%)</td></tr> <tr><td>E</td><td style="background-color: #00ff00;">4.70</td><td>(%)</td></tr> <tr><td>F</td><td style="background-color: #00ff00;">5.00</td><td>(%)</td></tr> <tr><td>G</td><td style="background-color: #00ff00;">5.00</td><td>(%)</td></tr> <tr><td>H</td><td style="background-color: #00ff00;">8.40</td><td>(%)</td></tr> <tr><td>I</td><td style="background-color: #00ff00;">7.90</td><td>(%)</td></tr> <tr><td>J</td><td style="background-color: #00ff00;">90</td><td>(IN)</td></tr> <tr><td>K</td><td style="background-color: #00ff00;">5</td><td>(IN)</td></tr> <tr><td>L</td><td style="background-color: #00ff00;">30</td><td>(IN)</td></tr> <tr><td>M</td><td style="background-color: #00ff00;">70</td><td>(IN)</td></tr> <tr><td>N</td><td style="background-color: #00ff00;">3</td><td>(IN)</td></tr> <tr><td>O</td><td style="background-color: #00ff00;">38</td><td>(IN)</td></tr> <tr><td>P</td><td style="background-color: #00ff00;">49</td><td>(IN)</td></tr> <tr><td>Q</td><td style="background-color: #00ff00;">1.20</td><td>(%)</td></tr> <tr><td>R</td><td style="background-color: #00ff00;">0.50</td><td>(%)</td></tr> <tr><td>S</td><td style="background-color: #ff0000;">3.00</td><td>(%) 3 is maximum, 2.4 in center</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td style="background-color: #00ff00;">1.30</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td style="background-color: #00ff00;">999</td><td>(IN) Cannot be completed</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td style="background-color: #00ff00;">999</td><td>(IN) Cannot be completed</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td style="background-color: #00ff00;">4.10</td><td>(%)</td></tr> <tr><td>EE</td><td style="background-color: #ffff00;">7.60</td><td>(%)</td></tr> <tr><td colspan="2" style="background-color: #00ff00;">DWS Transition Strip</td><td style="background-color: #00ff00;">NO</td></tr> <tr><td colspan="2" style="background-color: #00ff00;">DWS Transition Strip Slope (FF)</td><td style="background-color: #00ff00;">(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	32	(IN)	C	5.30	(%)	D	3.30	(%)	E	4.70	(%)	F	5.00	(%)	G	5.00	(%)	H	8.40	(%)	I	7.90	(%)	J	90	(IN)	K	5	(IN)	L	30	(IN)	M	70	(IN)	N	3	(IN)	O	38	(IN)	P	49	(IN)	Q	1.20	(%)	R	0.50	(%)	S	3.00	(%) 3 is maximum, 2.4 in center	T		(IN)	U		(IN)	V		(%)	W	1.30	(%)	X		(IN)	Y		(IN)	YY	999	(IN) Cannot be completed	Z		(IN)	ZZ	999	(IN) Cannot be completed	AA		(IN)	BB		(IN)	CC		(IN)	DD	4.10	(%)	EE	7.60	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																													
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																														
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																														
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																																																															
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																															

Comments ▲



S FRONT ST & MIFFLIN ST, PennDOT Location ID # 19



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5





Insert Picture 3



Insert Picture 6

Technical Infeasible Form

(Used to document design decisions and to be completed before construction)

Additional Information		Complete Section Below to Address Additional Information	
<input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____		Add additional information <input type="radio"/> Yes <input type="radio"/> No Suggested Repair _____ Approved Repair <input type="radio"/> Yes <input type="radio"/> No Actual Repair <input type="radio"/> Yes <input type="radio"/> No Date Repaired _____	
Justification for Technical Infeasibility		General Information	
(check all that apply) <input type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input checked="" type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 _____ <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		District <u>06</u> County <u>Philadelphia</u> Ownership <u>Philadelphia City</u> Project <u>S</u>	
Project Information		Submitter Information	
Project Description <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input checked="" type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic <input type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input type="radio"/> No Existing Crosswalk <input type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input type="radio"/> No ADT _____		Location Identification Front Street _____ *SR North - Segment, Offset _____ Front Street _____ *SR South - Segment, Offset _____ Mifflin Street _____ *SR East - Segment, Offset _____ Mifflin Street _____ *SR West - Segment, Offset _____ 19 Location # _____	
Noted in Alternative		Alternative was not selected	
1.) Reduce non-compliant landing slope		Causes ramp #17 to be replaced as well	
2.) Replace transition area only		This causes non-compliant slopes in front of the step and would require a POC	
3.) Provide a pavement adjustment		No justification found	
Alternative selected and description of what requirement is not met			
A Type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope less than 2.00%. The ramp has been designed with a maximum landing slope of 3.00%.			
			
ADA Review Committee Recommendation		Approval Status	
<input checked="" type="radio"/> Approved <input type="radio"/> Denied Signature: <i>[Signature]</i> Date: <u>12/15/2022</u> ADA Review Committee Chair - Date		<input checked="" type="radio"/> Approved <input type="radio"/> Denied Signature: <i>[Signature]</i> Date: <u>12/15/2022</u> District ADE of Design - Date	
TIF-06-Philadelphia-Philadelphia City-(Front Street)-(Front Street)-(Mifflin Street)-(Mifflin Street)-19-Dec 5, 2022 (TIF Number automatically assigned. All fields marked with * provide data for TIF #)			

(01-09)



Technically Infeasible Form

(Additional Explanation Sheet)

Eliminated in Alternative 1

Consideration was given to reduce the non-compliant landing slope, however this causes the adjacent ramp at location #17 to also be replaced. As a result of this consideration, this alternative was eliminated.

Eliminated in Alternative 2

Consideration was given to only replace the transition area to the cellar doors and leave the existing ramp as is, however this causes steeper slopes than existing in front of the step on this corner of 6.06% and 4.09%. Replacing the sidewalk in front of the step and adjusting the reveal would require a POC. As a result of this consideration, this alternative was eliminated.

Eliminated in Alternative

Consideration was given to provide a pavement adjustment to build up in front of the ramp and decrease the transition and landing slopes, however there was no justification found to do so. As a result of this consideration, this alternative was eliminated.

Summary

PennDOT requirements dictate that a Type 1 curb ramp has a maximum landing slope of 2.00%. It is technically infeasible to meet this requirement without replacing the adjacent ramp at location #17. In order to minimize the transition slopes and the amount of concrete to be replaced at this quadrant, the ramp has been designed with a maximum landing slope of 3.00%. This design provides access to the maximum extent feasible.

TIF-06-Philadelphia-Philadelphia City-(Front Street)-(Front Street)-(Mifflin Street)-(Mifflin Street)-19-Dec 5, 2022

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)



S FRONT ST & REED ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2022	11	29
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.80	%	0.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	8 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	REED	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	REED	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSt-REEDSt-SFRONTSt-REEDSt-2022-11-29-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

S FRONT ST & REED ST, PennDOT Location ID #

2



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>56</td><td>(IN)</td></tr> <tr><td>C</td><td>6.00</td><td>(%)</td></tr> <tr><td>D</td><td>6.10</td><td>(%)</td></tr> <tr><td>E</td><td>7.80</td><td>(%)</td></tr> <tr><td>F</td><td>6.70</td><td>(%)</td></tr> <tr><td>G</td><td>6.30</td><td>(%)</td></tr> <tr><td>H</td><td>6.30</td><td>(%)</td></tr> <tr><td>I</td><td>3.80</td><td>(%)</td></tr> <tr><td>J</td><td>90</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN)</td></tr> <tr><td>L</td><td>35</td><td>(IN)</td></tr> <tr><td>M</td><td>230</td><td>(IN)</td></tr> <tr><td>N</td><td>2</td><td>(IN)</td></tr> <tr><td>O</td><td>37</td><td>(IN)</td></tr> <tr><td>P</td><td>53</td><td>(IN)</td></tr> <tr><td>Q</td><td>1.30</td><td>(%)</td></tr> <tr><td>R</td><td>2.90</td><td>(%)</td></tr> <tr><td>S</td><td>1.40</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.90</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>180</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>999</td><td>(IN) not applicable</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>3.60</td><td>(%)</td></tr> <tr><td>EE</td><td>1.40</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	56	(IN)	C	6.00	(%)	D	6.10	(%)	E	7.80	(%)	F	6.70	(%)	G	6.30	(%)	H	6.30	(%)	I	3.80	(%)	J	90	(IN)	K	2	(IN)	L	35	(IN)	M	230	(IN)	N	2	(IN)	O	37	(IN)	P	53	(IN)	Q	1.30	(%)	R	2.90	(%)	S	1.40	(%)	T		(IN)	U		(IN)	V		(%)	W	1.90	(%)	X		(IN)	Y		(IN)	YY	180	(IN)	Z		(IN)	ZZ	999	(IN) not applicable	AA		(IN)	BB		(IN)	CC		(IN)	DD	3.60	(%)	EE	1.40	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %</p>	<p>Comments ▲</p>																																																																																																												
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S FRONT ST & REED ST, PennDOT Location ID # 2



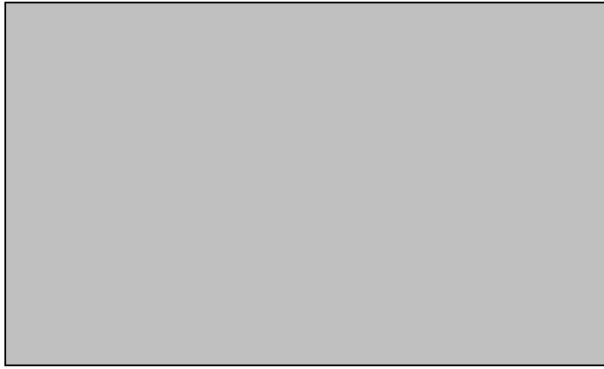
Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S FRONT ST & REED ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2022	11	29
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	4 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	REED	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	REED	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSt-REEDSt-SFRONTSt-REEDSt-2022-11-29-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

S FRONT ST & REED ST, PennDOT Location ID #

7



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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S FRONT ST & REED ST, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S FRONT ST & REED ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	19 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	REED	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	REED	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

<p>Z° = Ramp Angle w/Crosswalk</p>	
<p>Algebraic Difference = X% - (-Y%)</p>	
<p>Algebraic Difference = X% - Y%</p>	

	<p>120" MIN 120" MAX 60" MAX 42"</p> <p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>
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Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSt-REEDSt-SFRONTSt-REEDSt-2023-01-05-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

S FRONT ST & REED ST, PennDOT Location ID #

9



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>44</td><td>(IN)</td></tr> <tr><td>C</td><td>6.70</td><td>(%)</td></tr> <tr><td>D</td><td>2.90</td><td>(%)</td></tr> <tr><td>E</td><td>5.10</td><td>(%)</td></tr> <tr><td>F</td><td>7.40</td><td>(%)</td></tr> <tr><td>G</td><td>4.80</td><td>(%)</td></tr> <tr><td>H</td><td>8.30</td><td>(%)</td></tr> <tr><td>I</td><td>5.40</td><td>(%)</td></tr> <tr><td>J</td><td>60</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN)</td></tr> <tr><td>L</td><td>45</td><td>(IN)</td></tr> <tr><td>M</td><td>75</td><td>(IN)</td></tr> <tr><td>N</td><td>2</td><td>(IN)</td></tr> <tr><td>O</td><td>53</td><td>(IN)</td></tr> <tr><td>P</td><td>49</td><td>(IN)</td></tr> <tr><td>Q</td><td>1.80</td><td>(%)</td></tr> <tr><td>R</td><td>0.60</td><td>(%)</td></tr> <tr><td>S</td><td>1.30</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.80</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>2.00</td><td>(%)</td></tr> <tr><td>EE</td><td>1.50</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	44	(IN)	C	6.70	(%)	D	2.90	(%)	E	5.10	(%)	F	7.40	(%)	G	4.80	(%)	H	8.30	(%)	I	5.40	(%)	J	60	(IN)	K	2	(IN)	L	45	(IN)	M	75	(IN)	N	2	(IN)	O	53	(IN)	P	49	(IN)	Q	1.80	(%)	R	0.60	(%)	S	1.30	(%)	T		(IN)	U		(IN)	V		(%)	W	1.80	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	2.00	(%)	EE	1.50	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Comments ▲



S FRONT ST & REED ST, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S FRONT ST & WHARTON ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2022	11	28
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.10	%	1.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	5 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



S FRONT ST & WHARTON ST, PennDOT Location ID # 4

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p style="text-align: center;">*0.00" inches or %</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 10%;">A</td><td style="width: 10%;">48</td><td style="width: 10%;">(IN)</td></tr> <tr><td>B</td><td>62</td><td>(IN)</td></tr> <tr><td>C</td><td>6.90</td><td>(%)</td></tr> <tr><td>D</td><td>7.50</td><td>(%)</td></tr> <tr><td>E</td><td>9.60</td><td>(%)</td></tr> <tr><td>F</td><td>8.20</td><td>(%)</td></tr> <tr><td>G</td><td>6.60</td><td>(%)</td></tr> <tr><td>H</td><td>8.40</td><td>(%)</td></tr> <tr><td>I</td><td>5.60</td><td>(%)</td></tr> <tr><td>J</td><td>110</td><td>(IN)</td></tr> <tr><td>K</td><td>5</td><td>(IN)</td></tr> <tr><td>L</td><td>33</td><td>(IN)</td></tr> <tr><td>M</td><td>60</td><td>(IN)</td></tr> <tr><td>N</td><td>2</td><td>(IN)</td></tr> <tr><td>O</td><td>30</td><td>(IN)</td></tr> <tr><td>P</td><td>51</td><td>(IN)</td></tr> <tr><td>Q</td><td>1.00</td><td>(%)</td></tr> <tr><td>R</td><td>2.00</td><td>(%)</td></tr> <tr><td>S</td><td>1.70</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.60</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>999</td><td>(IN) not applicable</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>999</td><td>(IN) not applicable</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>1.80</td><td>(%)</td></tr> <tr><td>EE</td><td>0.50</td><td>(%)</td></tr> <tr><td colspan="2" style="background-color: #00FFFF;">DWS Transition Strip</td><td style="background-color: #00FF00;">YES</td></tr> <tr><td colspan="2" style="background-color: #00FFFF;">DWS Transition Strip Slope (FF)</td><td style="background-color: #00FF00;">3.80</td></tr> </table>	A	48	(IN)	B	62	(IN)	C	6.90	(%)	D	7.50	(%)	E	9.60	(%)	F	8.20	(%)	G	6.60	(%)	H	8.40	(%)	I	5.60	(%)	J	110	(IN)	K	5	(IN)	L	33	(IN)	M	60	(IN)	N	2	(IN)	O	30	(IN)	P	51	(IN)	Q	1.00	(%)	R	2.00	(%)	S	1.70	(%)	T		(IN)	U		(IN)	V		(%)	W	1.60	(%)	X		(IN)	Y		(IN)	YY	999	(IN) not applicable	Z		(IN)	ZZ	999	(IN) not applicable	AA		(IN)	BB		(IN)	CC		(IN)	DD	1.80	(%)	EE	0.50	(%)	DWS Transition Strip		YES	DWS Transition Strip Slope (FF)		3.80
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<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																										
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																											
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Comments ▲



S FRONT ST & WHARTON ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S FRONT ST & WHARTON ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2022	11	28
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	6	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSt-WHARTONSt-SFRONTSt-WHARTONSt-2022-11-28-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S FRONT ST & WHARTON ST, PennDOT Location ID # 7

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

*0.00" inches or %	
A	48 (IN)
B	82 (IN)
C	6.30 (%)
D	7.60 (%)
E	11.20 (%)
F	8.20 (%)
G	6.60 (%)
H	8.80 (%)
I	6.20 (%)
J	120 (IN)
K	2 (IN)
L	38 (IN)
M	120 (IN)
N	2 (IN)
O	34 (IN)
P	48 (IN)
Q	1.80 (%)
R	1.60 (%)
S	1.40 (%)
T	(IN)
U	(IN)
V	(IN)
W	1.80 (%)
X	(IN)
Y	(IN)
YY	999 (IN) not applicable
Z	(IN)
ZZ	999 (IN) not applicable
AA	(IN)
BB	(IN)
CC	(IN)
DD	4.20 (%)
EE	1.70 (%)
DWS Transition Strip NO	
DWS Transition Strip Slope (FF) _____ (%)	



S FRONT ST & WHARTON ST, PennDOT Location ID # 7



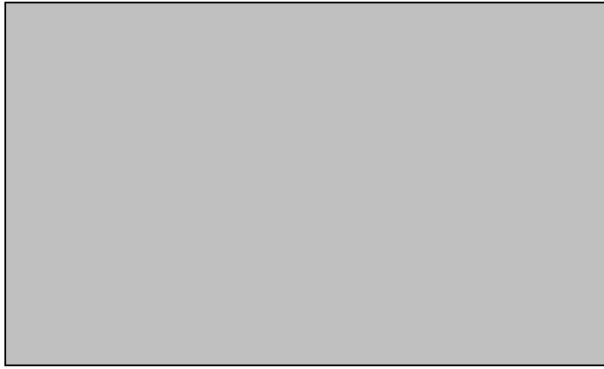
Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S R S A R S e n n o a t i o n
1

*Date of Design (yyyy mm dd)	2023	01	05
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.40	%	1.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	6	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

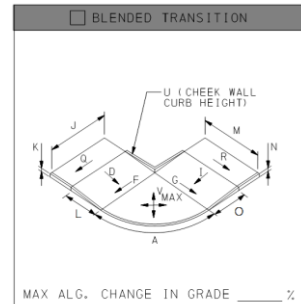
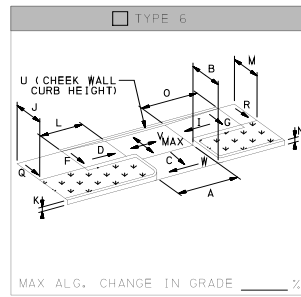
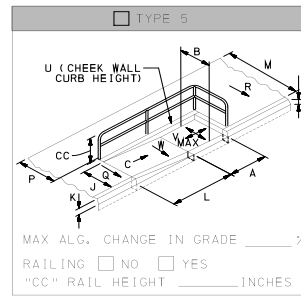
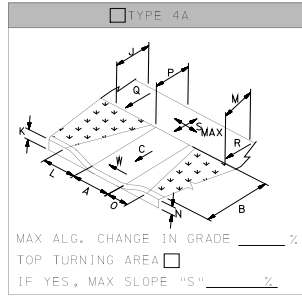
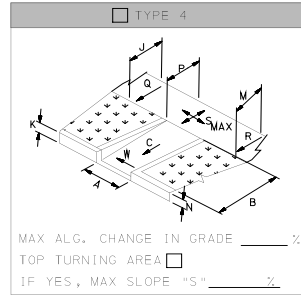
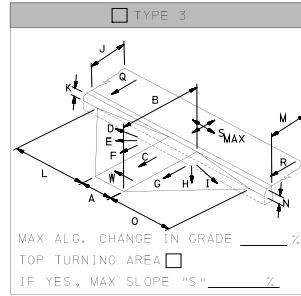
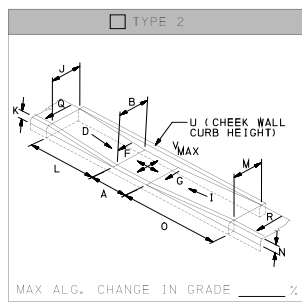
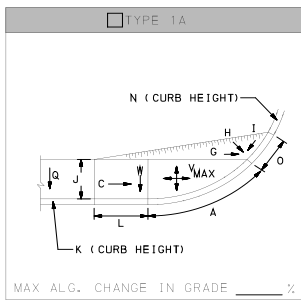
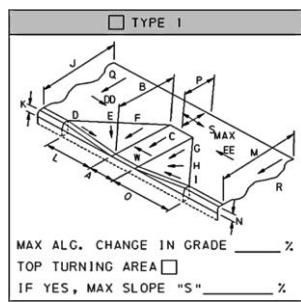
Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

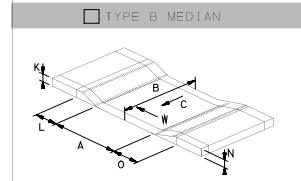
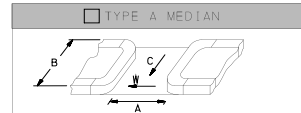
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-SFRONTSt-WHARTONSt-SFRONTSt-WHARTONSt-2023-01-05-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S R S AR S en n o ation
1



- NON-TYPICAL
- "A" RAMP WIDTH
 - "B" RAMP LENGTH
 - "C" RAMP SLOPE
 - "D" LT FLARE SLOPE
 - "I" RT FLARE SLOPE
 - "J" LT SIDEWALK WIDTH
 - "M" RT SIDEWALK WIDTH
 - "P" SIDEWALK LANDING DEPTH
 - "Q" LT SIDEWALK CROSS SLOPE
 - "R" RT SIDEWALK CROSS SLOPE
 - "S" SIDEWALK LANDING MAX SLOPE
 - "W" RAMP MAX CROSS SLOPE
- MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"



"0.00" inches or %		
*	A	48 (IN)
*	B	32 (IN)
*	C	3.30 (%)
*	D	3.20 (%)
*	E	2.70 (%)
*	F	3.30 (%)
*	G	999 (%) not applicable
*	H	999 (%) not applicable
*	I	999 (%) not applicable
*	J	100 (IN)
*	K	5 (IN)
*	L	30 (IN)
*	M	55 (IN)
*	N	999 (IN) utility pole in flare acts as curb rev
*	O	26 (IN)
*	P	48 (IN)
*	Q	1.90 (%)
*	R	1.30 (%)
*	S	1.50 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	999 (IN) not applicable
*	Z	(IN)
*	ZZ	999 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.00 (%)
*	EE	1.10 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Bryan Fleming JJA		
Designer 2	Randy Kravitz TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S 2ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 2ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S2NDSSt-WHARTONSt-S2NDSSt-WHARTONSt-2023-06-30-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 2ND ST & WHARTON ST, PennDOT Location ID # 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																													
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																													
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																													
<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>46 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.90 (%)</td></tr> <tr><td>*</td><td>D</td><td>10.00 (%)</td></tr> <tr><td>*</td><td>E</td><td>11.00 (%)</td></tr> <tr><td>*</td><td>F</td><td>8.00 (%)</td></tr> <tr><td>*</td><td>G</td><td>7.40 (%)</td></tr> <tr><td>*</td><td>H</td><td>7.80 (%)</td></tr> <tr><td>*</td><td>I</td><td>6.30 (%)</td></tr> <tr><td>*</td><td>J</td><td>140 (IN)</td></tr> <tr><td>*</td><td>K</td><td>2 (IN)</td></tr> <tr><td>*</td><td>L</td><td>29 (IN)</td></tr> <tr><td>*</td><td>M</td><td>100 (IN)</td></tr> <tr><td>*</td><td>N</td><td>5 (IN)</td></tr> <tr><td>*</td><td>O</td><td>38 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>999 (IN) not applicable</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN) not applicable</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>4.10 (%)</td></tr> <tr><td>*</td><td>EE</td><td>3.60 (%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			*	A	48 (IN)	*	B	46 (IN)	*	C	7.90 (%)	*	D	10.00 (%)	*	E	11.00 (%)	*	F	8.00 (%)	*	G	7.40 (%)	*	H	7.80 (%)	*	I	6.30 (%)	*	J	140 (IN)	*	K	2 (IN)	*	L	29 (IN)	*	M	100 (IN)	*	N	5 (IN)	*	O	38 (IN)	*	P	48 (IN)	*	Q	1.20 (%)	*	R	1.00 (%)	*	S	1.00 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.00 (%)	*	X	(IN)	*	Y	(IN)	*	YY	999 (IN) not applicable	*	Z	(IN)	*	ZZ	999 (IN) not applicable	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	4.10 (%)	*	EE	3.60 (%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)	<p>Comments ▲</p>
"0.00" inches or %																																																																																																															
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DWS Transition Strip Slope (FF)		(%)																																																																																																													



S 2ND ST & WHARTON ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



R A R A R R A e n n
o a t i o n 1

*Date of Design (yyyy mm dd)	2023	01	30
Designer 1	Brian Donahue TDPS		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	5.00	%	2.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	11.0	
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 4		
*North Leg	BRYN MAWR	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	OVERBROOK	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

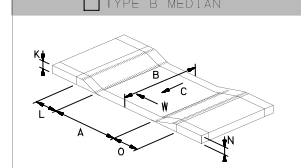
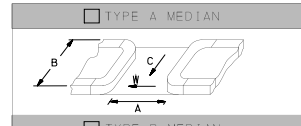
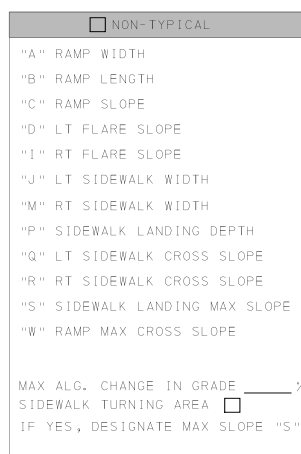
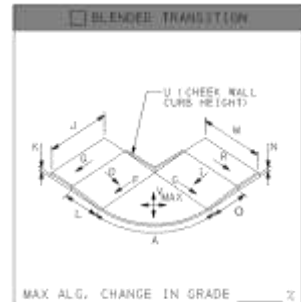
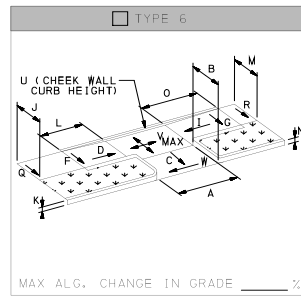
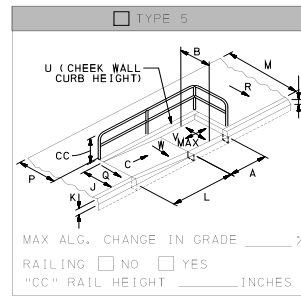
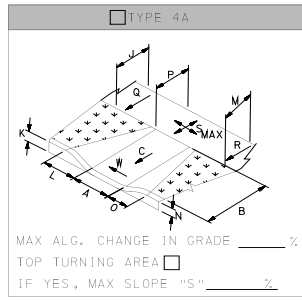
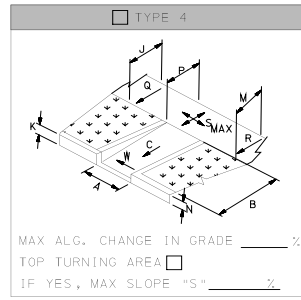
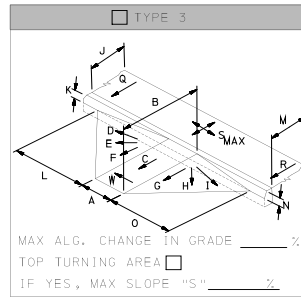
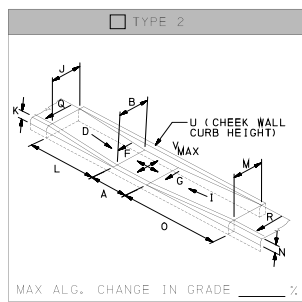
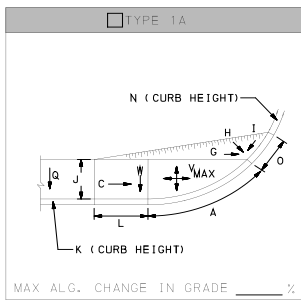
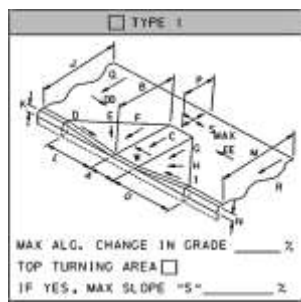
Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-BRYNMAWRave-OVERBROOKAve-2023-01-30-19-Type4
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)



R A R A
enn oation 1



"0.00" inches or %		
*	A	48 (IN)
*	B	109 (IN)
*	C	6.90 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	48 (IN)
*	K	3 (IN)
*	L	(IN)
*	M	48 (IN)
*	N	3 (IN)
*	O	(IN)
*	P	84 (IN)
*	Q	1.10 (%)
*	R	1.00 (%)
*	S	1.10 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN) need to TIF CS - Street (street slc
*	DD	(%)
*	EE	(%)
	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲



R A R A

R R A e n n o a t i o n
1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5




Insert Picture 3



Insert Picture 6

ADA Feasibility Form

(Used to document design decisions and to be completed before construction)

Availability		Complete Section Below to Allow for ADA Construction	
<input type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____		Add construction to construction plan <input type="radio"/> Yes <input type="radio"/> No Submitted Repair _____ Approved Repair <input type="checkbox"/> _____ Actual Repair <input type="checkbox"/> _____ Actual Repair Date Repaired _____	
Justification for Feasibility		General Information	
<i>(check all that apply)</i> <input type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 _____ <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		District _____ Count _____ Ownership _____ Street _____	
Project Information		Submitter Information	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic <input type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input type="radio"/> No Existing Crosswalk <input type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input type="radio"/> No ADT _____		Submitted By: David Dlugosz Submitter Company: City of Phila Street Address: _____ City/State/Zip: _____ Date Submitted: January 5, 2023	
Location Information		Location Identification	
Location Type <input type="checkbox"/> Bryn Mawr Ave <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic <input type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input type="radio"/> No Existing Crosswalk <input type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input type="radio"/> No ADT _____		Northbound Bryn Mawr Ave *SR North - Segment, Offset Bryn Mawr Ave *SR South - Segment, Offset Overbrook Ave *SR East - Segment, Offset Overbrook Ave *SR West - Segment, Offset 19 Location # _____	
Proposed Design Alternative		Alternative Was Not Selected	
1.) _____		_____	
2.) _____		_____	
3.) _____		_____	
Alternative Selected and Description of What Requirement is Not Met			
It was determined that a 2.0% crosswalk cross slope at this location was not feasible. A 2.5% cross slope was provided			
			
ADA Review Committee Recommendation		ADA Review Approval Status	
<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied		<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied	
ADA Review Committee Chair - Date 1/11/2023		District ADE of Design - Date 1/11/2023	
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)			

(03-20)



TECHNICALLY INFEASIBLE FORM

(Additional Explanation Sheet)

nve ti ated e i n Alternative 1

nve ti ated e i n Alternative 2

nve ti ated e i n Alternative

Summar
<p>Due to City of Phila policy, crosswalk cross slopes at stop signs may equal but not exceed the slope of the street approaching the crosswalk. The crosswalk cross slope at ramp #17 was measured at 2.5%, The existing slope of the crosswalk was measured at 3.1%. As such, the 2.5% cross slope should be accepted</p>

<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>



N 53RD ST & ARLINGTON ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.10	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	N 53RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	ARLINGTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 53RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	ARLINGTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

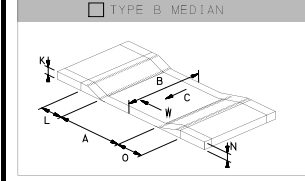
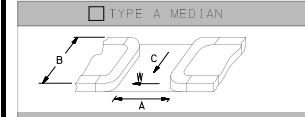
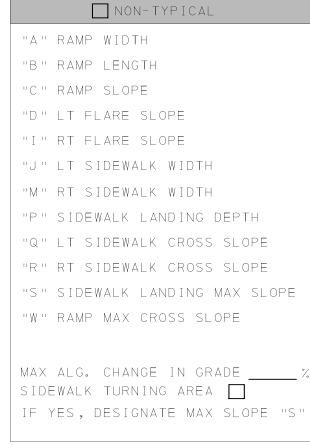
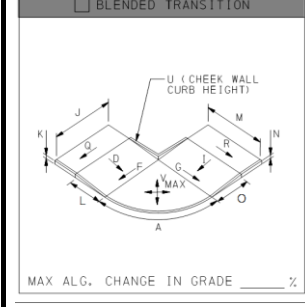
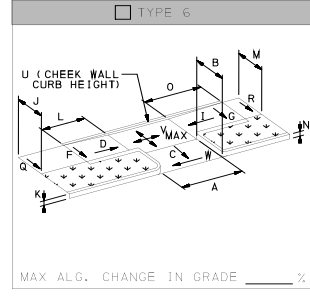
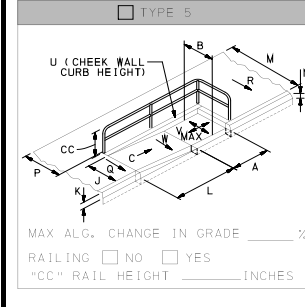
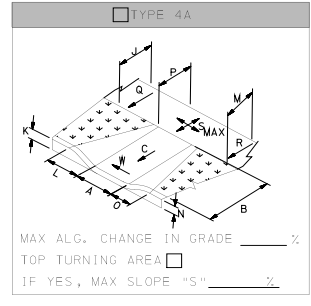
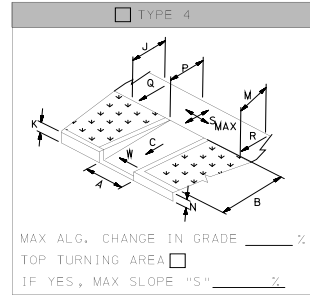
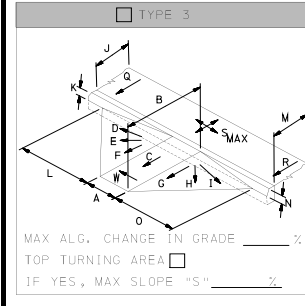
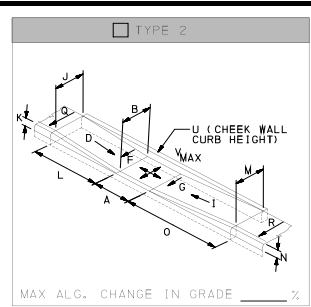
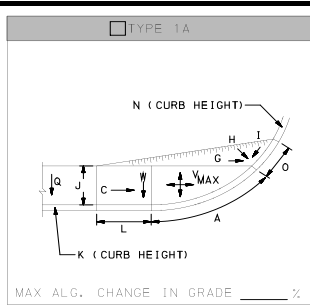
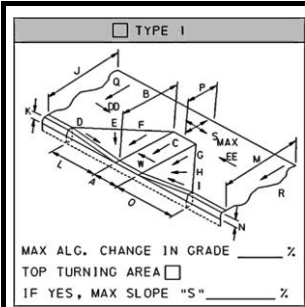
Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



N 53RD ST & ARLINGTON ST, PennDOT Location ID # 2



"0.00" inches or %		
*	A	48 (IN)
*	B	54 (IN)
*	C	7.50 (%)
*	D	9.60 (%)
*	E	9.30 (%)
*	F	7.10 (%)
*	G	5.30 (%)
*	H	5.60 (%)
*	I	6.40 (%)
*	J	63 (IN)
*	K	3 (IN)
*	L	54 (IN)
*	M	61 (IN)
*	N	6 (IN)
*	O	33 (IN)
*	P	61 (IN)
*	Q	0.80 (%)
*	R	2.60 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.00 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.10 (%)
*	EE	1.80 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲

N 53RD ST & ARLINGTON ST, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



N 53RD ST & ARLINGTON ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.80	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	12.0	
Intersection Ramp # of #	2	8	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	N 53RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	ARLINGTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 53RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	ARLINGTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-N53RDS†-ARLINGTONSt-N53RDS†-ARLINGTONSt-2023-04-15-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



N 53RD ST & ARLINGTON ST, PennDOT Location ID # 4

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																												
<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>51</td><td>(IN)</td></tr> <tr><td>C</td><td>7.30</td><td>(%)</td></tr> <tr><td>D</td><td>3.40</td><td>(%)</td></tr> <tr><td>E</td><td>5.00</td><td>(%)</td></tr> <tr><td>F</td><td>6.60</td><td>(%)</td></tr> <tr><td>G</td><td>5.90</td><td>(%)</td></tr> <tr><td>H</td><td>8.00</td><td>(%)</td></tr> <tr><td>I</td><td>6.50</td><td>(%)</td></tr> <tr><td>J</td><td>63</td><td>(IN)</td></tr> <tr><td>K</td><td>5</td><td>(IN)</td></tr> <tr><td>L</td><td>48</td><td>(IN)</td></tr> <tr><td>M</td><td>61</td><td>(IN)</td></tr> <tr><td>N</td><td>2</td><td>(IN)</td></tr> <tr><td>O</td><td>35</td><td>(IN)</td></tr> <tr><td>P</td><td>49</td><td>(IN)</td></tr> <tr><td>Q</td><td>0.80</td><td>(%)</td></tr> <tr><td>R</td><td>2.60</td><td>(%)</td></tr> <tr><td>S</td><td>1.60</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>0.10</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>1.10</td><td>(%)</td></tr> <tr><td>EE</td><td>1.80</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>			"0.00" inches or %			A	48	(IN)	B	51	(IN)	C	7.30	(%)	D	3.40	(%)	E	5.00	(%)	F	6.60	(%)	G	5.90	(%)	H	8.00	(%)	I	6.50	(%)	J	63	(IN)	K	5	(IN)	L	48	(IN)	M	61	(IN)	N	2	(IN)	O	35	(IN)	P	49	(IN)	Q	0.80	(%)	R	2.60	(%)	S	1.60	(%)	T		(IN)	U		(IN)	V		(%)	W	0.10	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	1.10	(%)	EE	1.80	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Comments ▲

N 53RD ST & ARLINGTON ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



N 53RD ST & ARLINGTON ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.30	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.0	
Intersection Ramp # of #	4	8	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	N 53RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	ARLINGTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 53RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	ARLINGTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-N53RDS†-ARLINGTONSt-N53RDS†-ARLINGTONSt-2023-04-15-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

N 53RD ST & ARLINGTON ST, PennDOT Location ID # 9



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
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Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



N 53RD ST & ARLINGTON ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES Comments:		
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	N 53RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	ARLINGTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 53RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	ARLINGTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES		
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N53RDS†-ARLINGTONSt-N53RDS†-ARLINGTONSt-2023-04-15-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

N 53RD ST & ARLINGTON ST, PennDOT Location ID # 14

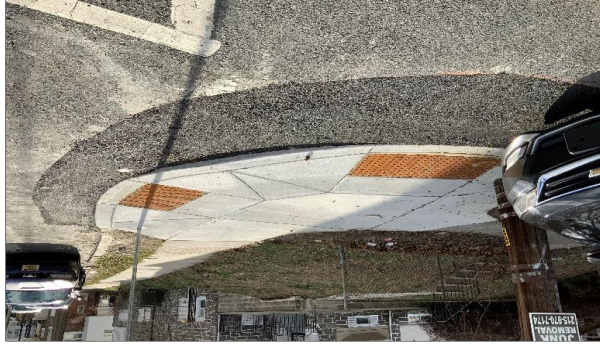


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Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



N 53RD ST & ARLINGTON ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.60	%	0.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	N 53RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	ARLINGTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 53RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	ARLINGTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES		
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N53RDS†-ARLINGTONSt-N53RDS†-ARLINGTONSt-2023-04-15-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

N 53RD ST & ARLINGTON ST, PennDOT Location ID # 19



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>40</td><td>(IN)</td></tr> <tr><td>C</td><td>7.40</td><td>(%)</td></tr> <tr><td>D</td><td>7.60</td><td>(%)</td></tr> <tr><td>E</td><td>6.60</td><td>(%)</td></tr> <tr><td>F</td><td>6.60</td><td>(%)</td></tr> <tr><td>G</td><td>6.00</td><td>(%)</td></tr> <tr><td>H</td><td>7.60</td><td>(%)</td></tr> <tr><td>I</td><td>6.10</td><td>(%)</td></tr> <tr><td>J</td><td>78</td><td>(IN)</td></tr> <tr><td>K</td><td>3</td><td>(IN)</td></tr> <tr><td>L</td><td>42</td><td>(IN)</td></tr> <tr><td>M</td><td>106</td><td>(IN)</td></tr> <tr><td>N</td><td>4</td><td>(IN)</td></tr> <tr><td>O</td><td>40</td><td>(IN)</td></tr> <tr><td>P</td><td>77</td><td>(IN)</td></tr> <tr><td>Q</td><td>3.80</td><td>(%)</td></tr> <tr><td>R</td><td>1.00</td><td>(%)</td></tr> <tr><td>S</td><td>1.30</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.40</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>0.10</td><td>(%)</td></tr> <tr><td>EE</td><td>4.00</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>YES</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>1.70 (%)</td></tr> </tbody> </table>	"0.00" inches or %			A	48	(IN)	B	40	(IN)	C	7.40	(%)	D	7.60	(%)	E	6.60	(%)	F	6.60	(%)	G	6.00	(%)	H	7.60	(%)	I	6.10	(%)	J	78	(IN)	K	3	(IN)	L	42	(IN)	M	106	(IN)	N	4	(IN)	O	40	(IN)	P	77	(IN)	Q	3.80	(%)	R	1.00	(%)	S	1.30	(%)	T		(IN)	U		(IN)	V		(%)	W	1.40	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	0.10	(%)	EE	4.00	(%)	DWS Transition Strip		YES	DWS Transition Strip Slope (FF)		1.70 (%)
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><u>Comments</u> ▲</p>																																																																																																												
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																																																														
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



N 58TH ST & MALVERN AVE, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Jefrey Tabar TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.90	%	2.75 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	N 58TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	MALVERN	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	N 58TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	MALVERN	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

<p>Ramp Angle w\Crosswalk</p> <p>Z° = Ramp Angle w\Crosswalk</p>	<p>Algebraic Difference</p> <p>Algebraic Difference = X% - (-Y%)</p>

	<p>120" MIN</p> <p>120" MAX</p> <p>42"</p> <p>60" MAX</p> <p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>
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Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-N58THSt-MALVERNAve-N58THSt-MALVERNAve-2023-04-15-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)

N 58TH ST & MALVERN AVE, PennDOT Location ID # 17



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>		

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	86 (IN)
*	C	8.20 (%)
*	D	1.70 (%)
*	E	3.90 (%)
*	F	5.40 (%)
*	G	8.30 (%)
*	H	9.70 (%)
*	I	7.30 (%)
*	J	84 (IN)
*	K	4 (IN)
*	L	32 (IN)
*	M	129 (IN)
*	N	3 (IN)
*	O	53 (IN)
*	P	49 (IN)
*	Q	1.00 (%)
*	R	2.20 (%)
*	S	2.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	2.70 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	12.30 (%)
*	EE	2.90 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



t Street and Malvern Avenue

*Date of Design (yyyy mm dd)	2023	01	16
Designer 1	Mark C. Jarema, P. E.		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Ex - Surveyed		
Ramp Crosses	Local Road		
Photo Log Number			
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.35	%	3.57 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	5.9	
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	58th	(segment)	(offset)
*North Leg Desc.	Street		
*East Leg	Malvern	(segment)	(offset)
*East Leg Desc.	Avenue		
*South Leg	58th	(segment)	(offset)
*South Leg Desc.	Street		
*West Leg	Malvern	(segment)	(offset)
*West Leg Desc.	Avenue	0060	0000
Ramp Coordinates	Latitude	39.98761	
	Longitude	-75.23853	

	<p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>
	<p>Z° = Ramp Angle w\Crosswalk</p>

<p>Algebraic Difference = X% - (-Y%)</p>	<p>Algebraic Difference = X% - Y%</p>
--	---------------------------------------

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-58thStreet-MalvernAvenue-58thStreet-MalvernAvenue-2023-01-16-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)



t Street and Malvern Avenue

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

Avenue

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH _____
 "B" RAMP WIDTH **40.07829**
 "C" RAMP WIDTH **75.16883**
 "D" LT FLARE SLOPE _____
 "I" RT FLARE SLOPE _____
 "J" LT SIDEWALK WIDTH _____
 "M" RT SIDEWALK WIDTH _____
 "P" SIDEWALK LANDING DEPTH _____
 "Q" LT SIDEWALK CROSS SLOPE _____
 "R" RT SIDEWALK CROSS SLOPE _____
 "S" SIDEWALK LANDING MAX SLOPE _____
 "W" RAMP MAX CROSS SLOPE _____

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S" _____

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %	
* A	48 (IN)
* B	77 (IN)
* C	4.51 (%)
* D	1.14 (%)
* E	2.83 (%)
* F	3.25 (%)
* G	4.51 (%)
* H	6.02 (%)
* I	7.53 (%)
* J	74 (IN)
* K	5 (IN)
* L	52 (IN)
* M	127 (IN)
* N	3 (IN)
* O	40 (IN)
* P	48 (IN)
* Q	1.11 (%)
* R	2.49 (%)
* S	2.76 (%)
T	(IN)
U	(IN)
* V	(%)
* W	2.76 (%)
* X	(IN)
* Y	(IN)
* YY	107 (IN)
* Z	(IN)
* ZZ	999 (IN)
* AA	(IN)
* BB	(IN)
* CC	(IN)
* DD	12.76 (%)
* EE	3.56 (%)
DWS Transition Strip No	
DWS Transition Strip Slope (FF) _____ (%)	

Comments ▲

No adjacent stop bar



t Street and Malvern Avenue



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

ADA Technical Infeasibility Form	
(Used to document design decisions and to be completed before construction)	
Accessibility <input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____	Complete Section Below to Address Transition Plan <input type="radio"/> Yes <input type="radio"/> No Submitted Repair _____ Approved Repair _____ Actual Repair _____ Actual Repair Date _____
Justification for Technical Infeasibility <i>(check all that apply)</i> <input type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input checked="" type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 _____ <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____	General Information District <u>06</u> County <u>Philadelphia</u> Ownership <u>Philadelphia City</u> Project <u>S</u> <hr/> Submitter Information Submitted by <u>Mark C. Jarema, PE</u> Submitter Company <u>McMahon Associates,</u> Street Address <u>425 Commerce Drive</u> City/State/Zip <u>Fort Washington, PA 19034</u> Telephone <u>215-283-9444</u> Date Submitted <u>January 16, 2023</u>
Project Information <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input checked="" type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic <input type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input type="radio"/> No Existing Crosswalk <input type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input type="radio"/> No ADT _____	Location Identification 58th Street *SR North - Segment, Offset 58th Street *SR South - Segment, Offset Malvern Avenue *SR East - Segment, Offset Malvern Avenue *SR West - Segment, Offset Location # <u>17</u>
Alternative 1 1.) Shift ramp further south 2.) Shift ramp further north 3.) Lower at the back of sidewalk	Alternative 2 Increases noncompliant transition slopes. Conflict with Ramp #19 Cannot lower due to matching existing sidewalk at fence
Alternative Selected and Description of What Requirement is Not Met	
A Type 1 curb ramp is designed at this location. The following requirement(s) are not met: landing slope less than 2.00%, ramp cross slope less than 2.00%, ramp cross slope in the street less than 2.00%, triangular landing slope less than 2.00%, and transition slope less than 8.33%. The ramp has been designed with a maximum landing slope of 2.76%, a maximum cross slope of 2.76%, a maximum cross slope in the street of 3.57%, a maximum triangular landing area slope of 3.88%, and a maximum transition slope of 12.76%.	
ADA Review Committee Recommendation <input checked="" type="checkbox"/> Approved <u>3/8/2023</u> <input type="checkbox"/> Denied ADA Review Committee Chair - Date	ADA Review Approval Status <input checked="" type="checkbox"/> Approved <u>3/8/2023</u> <input type="checkbox"/> Denied District ADE of Design - Date
<u>TIF-06-Philadelphia-Philadelphia City-(58th Street)-(58th Street)-(Malvern Avenue)-(Malvern Avenue)-17-Jan 16, 2023</u> (TIF Number automatically assigned. All fields marked with * provide data for TIF #)	

(01-09)



Additional Explanation Sheet

(Additional Explanation Sheet)

Eliminated in Alternative 1

Consideration was given to shift the ramp further south, however this increases the noncompliant transition slope and increases the noncompliant ramp cross slope. As a result of this consideration, this alternative was eliminated.

Eliminated in Alternative 2

Consideration was given to shift the ramp further north, however this causes a conflict with the ramp at location #19. As a result of this consideration, this alternative was eliminated.

Eliminated in Alternative

Consideration was given to lower the back of sidewalk, however this cannot be done as the sidewalk has to match the existing sidewalk at the fence line to avoid causing a tripping hazard. The sidewalk was not able to be reset outside of the ROW and behind the fence. As a result of this consideration, this alternative was eliminated.

Summary

PennDOT requirements dictate that a Type 1 curb ramp has a maximum landing slope of 2.00%, a maximum ramp cross slope of 2.00, a maximum ramp cross slope in the street of 2.00%, a maximum triangular landing slope of 2.00%, and a maximum transition slope of 8.33%. It is technically infeasible to meet this requirement at this quadrant. In order to minimize the noncompliant slopes and avoid causing a tripping hazard on this corner, the ramp has been designed with a maximum landing slope of 2.76%, a maximum ramp cross slope of 2.76%, a maximum cross slope in the street of 3.57%, a maximum triangular landing slope of 3.88%, and a maximum transition slope of 12.76%. This design provides access to the maximum extent feasible.

TIF-06-Philadelphia-Philadelphia City-(58th Street)-(58th Street)-(Malvern Avenue)-(Malvern Avenue)-17-Jan 16, 2

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)



t Street and Malvern Avenue

*Date of Design (yyyy mm dd)	2023	01	16
Designer 1	Mark C. Jarema, P. E.		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Ex - Surveyed		
Ramp Crosses	Local Road		
Photo Log Number			
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No		(X/16")
Grate Openings or Gaps > 1/2"	No		(X/16")
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	8.57	%	1.25 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	6.4	
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	58th	(segment)	(offset)
*North Leg Desc.	Street		
*East Leg	Malvern	(segment)	(offset)
*East Leg Desc.	Avenue		
*South Leg	58th	(segment)	(offset)
*South Leg Desc.	Street		
*West Leg	Malvern	(segment)	(offset)
*West Leg Desc.	Avenue	0060	0000
Ramp Coordinates	Latitude	39.98761	
	Longitude	-75.23853	

	<p>Algebraic Difference</p> <p>X% Ramp Slope -Y% Longitudinal Slope of Crosswalk</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - (-Y%)</p> <hr/> <p>X% Ramp Slope Y% Longitudinal Slope of Crosswalk</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - Y%</p>

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-58thStreet-MalvernAvenue-58thStreet-MalvernAvenue-2023-01-16-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)



t Street and Malvern Avenue

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S" _____ %

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %

*	A	48	(IN)
*	B	58	(IN)
*	C	-2.77	(%)
*	D	0.54	(%)
*	E	1.66	(%)
*	F	2.77	(%)
*	G	2.18	(%)
*	H	4.82	(%)
*	I	6.87	(%)
*	J	74	(IN)
*	K	3	(IN)
*	L	42	(IN)
*	M	127	(IN)
*	N	2	(IN)
*	O	46	(IN)
*	P	48	(IN)
*	Q	1.11	(%)
*	R	2.49	(%)
*	S	2.76	(%)
*	T		(IN)
*	U		(IN)
*	V		(%)
*	W	1.25	(%)
*	X		(IN)
*	Y		(IN)
*	YY	118	(IN)
*	Z		(IN)
*	ZZ	32	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)
*	DD	12.76	(%)
*	EE	3.56	(%)
DWS Transition Strip		No	
DWS Transition Strip Slope (FF)			(%)

Comments ▲



t Street and Malvern Avenue



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



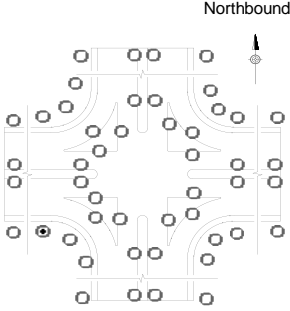




Insert Picture 3



Insert Picture 6

ADA Technical Infeasible Form

(Used to document design decisions and to be completed before construction)

Additional Information		Complete Section Below to Address Additional Information	
<input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____		Add additional information <input type="radio"/> Yes <input type="radio"/> No Submitted Repair _____ Approved Repair <input type="radio"/> Yes <input type="radio"/> No Actual Repair <input type="radio"/> Yes <input type="radio"/> No Actual Repair <input type="radio"/> Yes <input type="radio"/> No Date Repaired _____	
Justification for Infeasibility		General Information	
(check all that apply) <input type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input checked="" type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 _____ <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		District <u>06</u> County <u>Philadelphia</u> Municipality <u>Philadelphia City</u> Project Name <u>S</u>	
		Submitter Information	
		Submitted by <u>Mark C. Jarema, PE</u> Submitter Company <u>McMahon Associates,</u> Street Address <u>425 Commerce Drive</u> City/State/Zip <u>Fort Washington, PA 19034</u> Telephone <u>215-283-9444</u> Date Submitted <u>January 16, 2023</u>	
Project Information		Location Identification	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input checked="" type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____		Northbound <u>58th Street</u> *SR North - Segment, Offset <u>58th Street</u> *SR South - Segment, Offset <u>Malvern Avenue</u> *SR East - Segment, Offset <u>Malvern Avenue</u> *SR West - Segment, Offset <u>19</u> Location #	
Pedestrian Traffic <input type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input type="radio"/> No Existing Crosswalk <input type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input type="radio"/> No ADT _____			
Noted in Alternative		Alternative was not selected	
1.) Shift ramp further east		Conflict with Ramp #17	
2.) Shift ramp further west		Conflict with inlet, causes noncompliant ramp cross slope	
3.) Lower at the back of sidewalk		Cannot lower due to matching existing sidewalk at fence	
Alternative selected and description of what requirement is not met			
A Type 1 curb ramp is designed at this location. The following requirement(s) are not met: landing slope less than 2.00% and transition slope less than 8.33%. The ramp has been designed with a maximum landing slope of 2.76%, a maximum transition slope of 12.76%.			
			
ADA Review Committee Recommendation		Approval Status	
<input checked="" type="radio"/> Approved  <u>3/8/2023</u> <input type="radio"/> Denied ADA Review Committee Chair - Date		<input checked="" type="radio"/> Approved  <u>3/8/2023</u> <input type="radio"/> Denied District ADE of Design - Date	
TIF-06-Philadelphia-Philadelphia City-(58th Street)-(58th Street)-(Malvern Avenue)-(Malvern Avenue)-19-Jan 16, 2023 (TIF Number automatically assigned. All fields marked with * provide data for TIF #)			

(01-09)



Additional Explanation Sheet

(Additional Explanation Sheet)

Eliminated Alternative 1

Consideration was given to shift the ramp further east, however this causes a conflict with Ramp #17. As a result of this consideration, this alternative was eliminated.

Eliminated Alternative 2

Consideration was given to shift the ramp further west, however this causes a conflict with the inlet and creates a noncompliant ramp cross slope. As a result of this consideration, this alternative was eliminated.

Eliminated Alternative

Consideration was given to lower the back of sidewalk, however this cannot be done as the sidewalk has to match the existing sidewalk at the fence line to avoid causing a tripping hazard. As a result of this consideration, this alternative was eliminated.

Summary

PennDOT requirements dictate that a Type 1 curb ramp has a maximum landing slope of 2.00% and a maximum transition slope of 8.33%. It is technically infeasible to meet this requirement at this quadrant. In order to minimize the noncompliant slopes and avoid causing a tripping hazard on this corner, the ramp has been designed with a maximum landing slope of 2.76% and a maximum transition slope of 12.76%. This design provides access to the maximum extent feasible.

TIF-06-Philadelphia-Philadelphia City-(58th Street)-(58th Street)-(Malvern Avenue)-(Malvern Avenue)-19-Jan 16, 2

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)



N 62ND ST & VINE ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.50	%	0.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	N 62ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 62ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	VINE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-N62NDS†-VINESt-N62NDS†-VINESt-2023-04-15-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



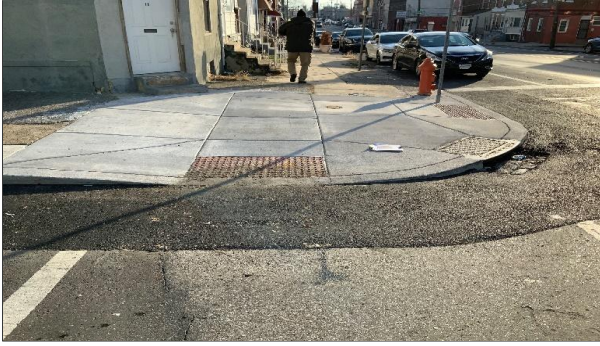
N 62ND ST & VINE ST, PennDOT Location ID # 7

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	48 (IN)
*	C	4.90 (%)
*	D	9.70 (%)
*	E	10.00 (%)
*	F	5.40 (%)
*	G	4.80 (%)
*	H	3.90 (%)
*	I	4.00 (%)
*	J	148 (IN)
*	K	4 (IN)
*	L	62 (IN)
*	M	173 (IN)
*	N	3 (IN)
*	O	39 (IN)
*	P	48 (IN)
*	Q	4.80 (%)
*	R	3.00 (%)
*	S	1.70 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	0.40 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.10 (%)
*	EE	2.60 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

N 62ND ST & VINE ST, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 62ND ST & DICKS AVE, PennDOT Location ID #

17

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	6		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Midblock
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.30 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	7	8	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	S 62ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 62ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX
42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w/Crosswalk

Z° = Ramp Angle w/Crosswalk

Algebraic Difference

X% -Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X% Y%

Ramp Slope Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S62NDS†-DICKSAve-S62NDS†-DICKSAve-2023-04-15-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>38</td><td>(IN)</td></tr> <tr><td>C</td><td>6.90</td><td>(%)</td></tr> <tr><td>D</td><td>8.40</td><td>(%)</td></tr> <tr><td>E</td><td>7.30</td><td>(%)</td></tr> <tr><td>F</td><td>7.40</td><td>(%)</td></tr> <tr><td>G</td><td>1.20</td><td>(%)</td></tr> <tr><td>H</td><td>1.90</td><td>(%)</td></tr> <tr><td>I</td><td>6.30</td><td>(%)</td></tr> <tr><td>J</td><td>72</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN)</td></tr> <tr><td>L</td><td>28</td><td>(IN)</td></tr> <tr><td>M</td><td>72</td><td>(IN)</td></tr> <tr><td>N</td><td>2</td><td>(IN)</td></tr> <tr><td>O</td><td>38</td><td>(IN)</td></tr> <tr><td>P</td><td>48</td><td>(IN)</td></tr> <tr><td>Q</td><td>3.00</td><td>(%)</td></tr> <tr><td>R</td><td>3.50</td><td>(%)</td></tr> <tr><td>S</td><td>0.20</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>0.70</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>1.30</td><td>(%)</td></tr> <tr><td>EE</td><td>0.80</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	38	(IN)	C	6.90	(%)	D	8.40	(%)	E	7.30	(%)	F	7.40	(%)	G	1.20	(%)	H	1.90	(%)	I	6.30	(%)	J	72	(IN)	K	2	(IN)	L	28	(IN)	M	72	(IN)	N	2	(IN)	O	38	(IN)	P	48	(IN)	Q	3.00	(%)	R	3.50	(%)	S	0.20	(%)	T		(IN)	U		(IN)	V		(%)	W	0.70	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	1.30	(%)	EE	0.80	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 62ND ST & DICKS AVE, PennDOT Location ID #

19

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	6		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Midblock
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.0	
Intersection Ramp # of #	8	8	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	S 62ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 62ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

120" MAX

60" MAX

42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w/Crosswalk

Z° = Ramp Angle w/Crosswalk

Algebraic Difference

Ramp Slope X% Longitudinal Slope of Crosswalk -Y%

Depressed Curb

Algebraic Difference = X% - (-Y%)

Ramp Slope X% Longitudinal Slope of Crosswalk Y%

Depressed Curb

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S62NDS†-DICKSAve-S62NDS†-DICKSAve-2023-04-15-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>39</td><td>(IN)</td></tr> <tr><td>C</td><td>6.50</td><td>(%)</td></tr> <tr><td>D</td><td>5.80</td><td>(%)</td></tr> <tr><td>E</td><td>5.60</td><td>(%)</td></tr> <tr><td>F</td><td>7.00</td><td>(%)</td></tr> <tr><td>G</td><td>6.80</td><td>(%)</td></tr> <tr><td>H</td><td>6.10</td><td>(%)</td></tr> <tr><td>I</td><td>6.10</td><td>(%)</td></tr> <tr><td>J</td><td>72</td><td>(IN)</td></tr> <tr><td>K</td><td>2</td><td>(IN)</td></tr> <tr><td>L</td><td>25</td><td>(IN)</td></tr> <tr><td>M</td><td>72</td><td>(IN)</td></tr> <tr><td>N</td><td>2</td><td>(IN)</td></tr> <tr><td>O</td><td>33</td><td>(IN)</td></tr> <tr><td>P</td><td>54</td><td>(IN)</td></tr> <tr><td>Q</td><td>3.00</td><td>(%)</td></tr> <tr><td>R</td><td>3.50</td><td>(%)</td></tr> <tr><td>S</td><td>1.60</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>0.50</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>1.30</td><td>(%)</td></tr> <tr><td>EE</td><td>0.80</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	39	(IN)	C	6.50	(%)	D	5.80	(%)	E	5.60	(%)	F	7.00	(%)	G	6.80	(%)	H	6.10	(%)	I	6.10	(%)	J	72	(IN)	K	2	(IN)	L	25	(IN)	M	72	(IN)	N	2	(IN)	O	33	(IN)	P	54	(IN)	Q	3.00	(%)	R	3.50	(%)	S	1.60	(%)	T		(IN)	U		(IN)	V		(%)	W	0.50	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	1.30	(%)	EE	0.80	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 65TH ST & DICKS AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	1		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	S 65TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 65TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S65THSt-DICKSAve-S65THSt-DICKSAve-2023-04-15-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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S 65TH ST & DICKS AVE, PennDOT Location ID # 9



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



S 66TH ST & DICKS AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	01	30
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.10	%	2.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	S 66TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 66TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKS	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S66THSt-DICKSAve-S66THSt-DICKSSt-2023-01-30-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
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Comments ▲

S 66TH ST & DICKS AVE, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 68TH ST & DICKS AVE, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	6		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.80 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.0	
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	S 68TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 68TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S68THSt-DICKSAve-S68THSt-DICKSAve-2023-04-15-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲

S 68TH ST & DICKS AVE, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 69TH ST & DICKS AVE, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	5		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.60	%	0.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.0	
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 1		
*North Leg	S 69TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 69TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S69THSt-DICKSAve-S69THSt-DICKSAve-2023-04-15-4-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



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S 69TH ST & DICKS AVE, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 69TH ST & DICKS AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.50 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:	
ECMS #	Alg Δ Grade (%)	8.4	
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	S 69TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 69TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S69THSt-DICKSAve-S69THSt-DICKSAve-2023-04-15-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲

S 69TH ST & DICKS AVE, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 71ST ST & GRAYS AVE, PennDOT Location ID #

*Date of Design (yyyy mm dd)	2023	01	30
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.00	%	2.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	6	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 1		
*North Leg	S 71ST	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	GRAYS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 71ST	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	GRAYS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S71STSt-GRAYSAve-S71STSt-GRAYSAve-2023-01-30-17-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)



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Comments ▲



S 71ST ST & GRAYS AVE, PennDOT Location ID # 17



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5




Insert Picture 3



Insert Picture 6

ADA Feasibility Form

(Used to document design decisions and to be completed before construction)

Availability		Complete Section Below to Allow for ADA Construction	
<input type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____		Add construction to construction plan <input type="radio"/> Yes <input type="radio"/> No Submitted Repair _____ Approved Repair <input type="checkbox"/> _____ Actual Repair <input type="checkbox"/> _____ Actual Repair Date Repaired _____	
Justification for Feasibility		General Information	
<i>(check all that apply)</i> <input type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 _____ <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____		District _____ Count _____ Ownership _____ Street _____	
Project Information		Submitter Information	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic <input type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input type="radio"/> No Existing Crosswalk <input type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input type="radio"/> No ADT _____		Submitted By: David Dlugosz Submitter Company: City of Phila Street Address: _____ City/State/Zip: _____ Date Submitted: January 5, 2023	
Location Information		Location Identification	
Location Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic <input type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input type="radio"/> No R9-3A "No Peds" Signs <input type="radio"/> Yes <input type="radio"/> No Existing Crosswalk <input type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input type="radio"/> No ADT _____		S 71st *SR North - Segment, Offset S 71st *SR South - Segment, Offset Grays Ave *SR East - Segment, Offset Grays Ave *SR West - Segment, Offset 17 Location #	
Proposed Alternative		Alternative Was Not Selected	
1.) _____		_____	
2.) _____		_____	
3.) _____		_____	
Alternative Selected and Description of Work at Requirement is Not Met			
It was determined that a 2.0% crosswalk cross slope at this location was not feasible. A 2.6% cross slope was provided			
			
ADA Review Committee Recommendation		Approval Status	
<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied		<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied	
ADA Review Committee Chair - Date <i>David Dlugosz</i> 1/11/2023		District ADE of Design - Date <i>David Dlugosz</i> 1/11/2023	
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)			

(03-20)



TECHNICALLY INFEASIBLE FORM

(Additional Explanation Sheet)

nve ti ated e i n Alternative 1

nve ti ated e i n Alternative 2

nve ti ated e i n Alternative

Summar
<p>Due to City of Phila policy, crosswalk cross slopes at stop signs may equal but not exceed the slope of the street approaching the crosswalk. The crosswalk cross slope at ramp #17 was measured at 2.6%, The existing slope of the crosswalk was measured at 2.8%. As such, the 2.6% cross slope should be accepted</p>

<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>



S 71ST ST & GRAYS AVE, PennDOT Location ID #

19

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.40	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	6	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	S 71ST	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	GRAYS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 71ST	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	GRAYS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S71STSt-GRAYSAve-S71STSt-GRAYSAve-2023-04-15-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 71ST ST & GRAYS AVE, PennDOT Location ID #

19

TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
 TOP TURNING AREA
 IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
 RAILING NO YES
 "CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
 "B" RAMP LENGTH
 "C" RAMP SLOPE
 "D" LT FLARE SLOPE
 "E" RT FLARE SLOPE
 "J" LT SIDEWALK WIDTH
 "M" RT SIDEWALK WIDTH
 "P" SIDEWALK LANDING DEPTH
 "Q" LT SIDEWALK CROSS SLOPE
 "R" RT SIDEWALK CROSS SLOPE
 "S" SIDEWALK LANDING MAX SLOPE
 "W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
 SIDEWALK TURNING AREA
 IF YES, DESIGNATE MAX SLOPE "S" _____ %

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %		
A	48	(IN)
B	39	(IN)
C	5.10	(%)
D	2.30	(%)
E	4.50	(%)
F	5.00	(%)
G	8.30	(%)
H	8.80	(%)
I	4.00	(%)
J	72	(IN)
K	5	(IN)
L	36	(IN)
M	120	(IN)
N	4	(IN)
O	64	(IN)
P	60	(IN)
Q	4.60	(%)
R	1.10	(%)
S	2.00	(%)
T		(IN)
U		(IN)
V		(%)
W	1.30	(%)
X		(IN)
Y		(IN)
YY	175	(IN)
Z		(IN)
ZZ	48	(IN)
AA		(IN)
BB		(IN)
CC		(IN)
DD	2.80	(%)
EE	3.80	(%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		1.80

Comments ▲



S 71ST ST & GRAYS AVE, PennDOT Location ID # 19



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 71ST ST & PASCHALL AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	0.00	%	0.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	2.0	
Intersection Ramp # of #	1	8	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S 71ST	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	PASCHALL	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 71ST	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	PASCHALL	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

ACCESSIBLE PUSH BUTTONS
 120" MIN
 120" MAX
 60" MAX
 42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



S 71ST ST & PASCHALL AVE, PennDOT Location ID # 2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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M	170	(IN)																																																																																																												
N	2	(IN)																																																																																																												
O	30	(IN)																																																																																																												
P	61	(IN)																																																																																																												
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R	1.00	(%)																																																																																																												
S	0.10	(%)																																																																																																												
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W	1.40	(%)																																																																																																												
X		(IN)																																																																																																												
Y		(IN)																																																																																																												
YY	120	(IN)																																																																																																												
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DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																																																														
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 71ST ST & PASCHALL AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	0.40	%	1.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	8	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	S 71ST	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	PASCHALL	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 71ST	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	PASCHALL	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S71STSt-PASCHALLAve-S71STSt-PASCHALLAve-2023-04-15-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 71ST ST & PASCHALL AVE, PennDOT Location ID # 7

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>36</td><td>(IN)</td></tr> <tr><td>C</td><td>4.00</td><td>(%)</td></tr> <tr><td>D</td><td>1.00</td><td>(%)</td></tr> <tr><td>E</td><td>3.00</td><td>(%)</td></tr> <tr><td>F</td><td>3.40</td><td>(%)</td></tr> <tr><td>G</td><td>4.40</td><td>(%)</td></tr> <tr><td>H</td><td>5.40</td><td>(%)</td></tr> <tr><td>I</td><td>5.10</td><td>(%)</td></tr> <tr><td>J</td><td>155</td><td>(IN)</td></tr> <tr><td>K</td><td>3</td><td>(IN)</td></tr> <tr><td>L</td><td>30</td><td>(IN)</td></tr> <tr><td>M</td><td>191</td><td>(IN)</td></tr> <tr><td>N</td><td>3</td><td>(IN)</td></tr> <tr><td>O</td><td>40</td><td>(IN)</td></tr> <tr><td>P</td><td>98</td><td>(IN)</td></tr> <tr><td>Q</td><td>3.60</td><td>(%)</td></tr> <tr><td>R</td><td>1.50</td><td>(%)</td></tr> <tr><td>S</td><td>1.60</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>0.70</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>1.30</td><td>(%)</td></tr> <tr><td>EE</td><td>1.00</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	36	(IN)	C	4.00	(%)	D	1.00	(%)	E	3.00	(%)	F	3.40	(%)	G	4.40	(%)	H	5.40	(%)	I	5.10	(%)	J	155	(IN)	K	3	(IN)	L	30	(IN)	M	191	(IN)	N	3	(IN)	O	40	(IN)	P	98	(IN)	Q	3.60	(%)	R	1.50	(%)	S	1.60	(%)	T		(IN)	U		(IN)	V		(%)	W	0.70	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	1.30	(%)	EE	1.00	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
*0.00" inches or %																																																																																																														
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																																																														
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲



S 71ST ST & PASCHALL AVE, PennDOT Location ID # 7



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	01	30
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	8		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	0.10	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S 71ST	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	PASCHALL	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 71ST	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	PASCHALL	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

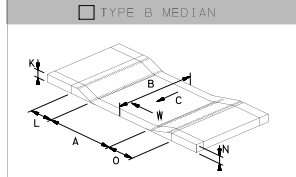
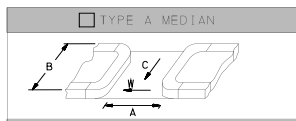
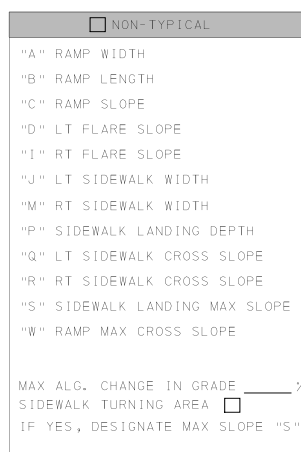
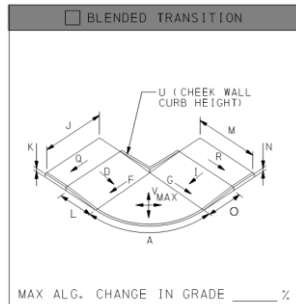
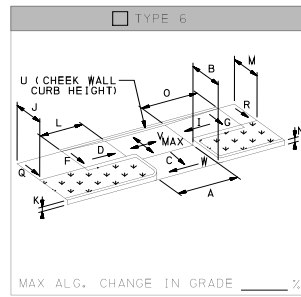
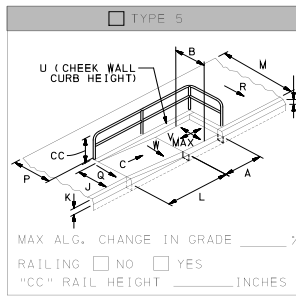
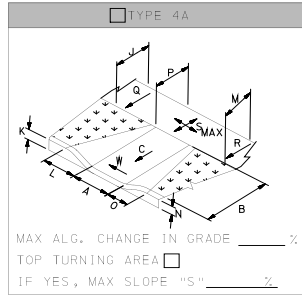
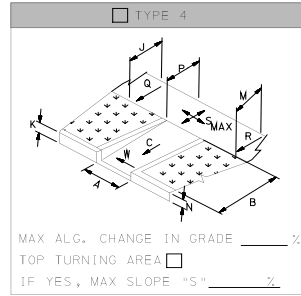
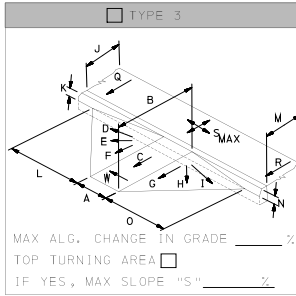
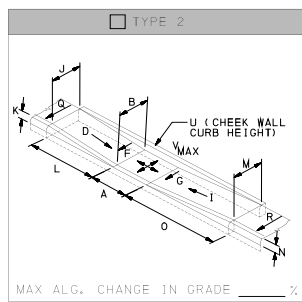
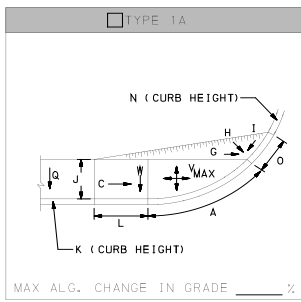
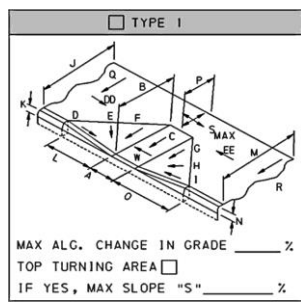
Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S71STSt-PASCHALLAve-S71STSt-PASCHALLAve-2023-01-30-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



"0.00" inches or %		
*	A	48 (IN)
*	B	39 (IN)
*	C	2.50 (%)
*	D	1.10 (%)
*	E	2.70 (%)
*	F	2.30 (%)
*	G	5.10 (%)
*	H	3.50 (%)
*	I	1.70 (%)
*	J	111 (IN)
*	K	5 (IN)
*	L	1 (IN)
*	M	132 (IN)
*	N	4 (IN)
*	O	3 (IN)
*	P	84 (IN)
*	Q	2.20 (%)
*	R	0.70 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.10 (%)
*	EE	3.20 (%)
	DWS Transition Strip	YES
	DWS Transition Strip Slope (FF)	0.20 (%)

Comments ▲

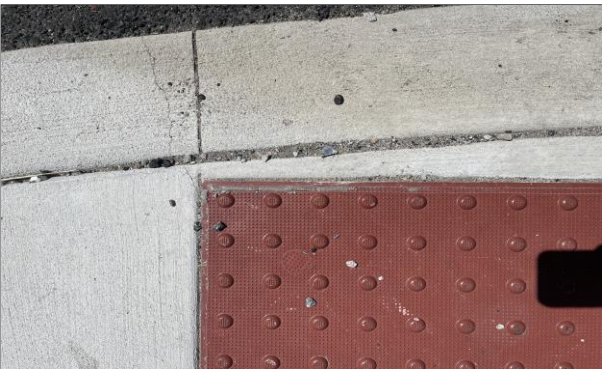
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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 72ND ST & GRAYS AVE, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	brian donahue TDPs		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	0		
Ramp Surface	Brick		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.0	
Intersection Ramp # of #	1	1	0
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	S 72ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	GRAYS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 72ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	GRAYS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S72NDSst-GRAYS Ave-S72NDSst-GRAYS Ave-2023-04-15-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 72ND ST & GRAYS AVE, PennDOT Location ID #

12

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>46</td><td>(IN)</td></tr> <tr><td>C</td><td>5.20</td><td>(%)</td></tr> <tr><td>D</td><td>6.00</td><td>(%)</td></tr> <tr><td>E</td><td>3.70</td><td>(%)</td></tr> <tr><td>F</td><td>3.60</td><td>(%)</td></tr> <tr><td>G</td><td>3.40</td><td>(%)</td></tr> <tr><td>H</td><td>4.40</td><td>(%)</td></tr> <tr><td>I</td><td>5.40</td><td>(%)</td></tr> <tr><td>J</td><td>210</td><td>(IN)</td></tr> <tr><td>K</td><td>3</td><td>(IN)</td></tr> <tr><td>L</td><td>52</td><td>(IN)</td></tr> <tr><td>M</td><td>233</td><td>(IN)</td></tr> <tr><td>N</td><td>2</td><td>(IN)</td></tr> <tr><td>O</td><td>23</td><td>(IN)</td></tr> <tr><td>P</td><td>57</td><td>(IN)</td></tr> <tr><td>Q</td><td>3.80</td><td>(%)</td></tr> <tr><td>R</td><td>2.80</td><td>(%)</td></tr> <tr><td>S</td><td>1.80</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>0.70</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>175</td><td>(IN)</td></tr> <tr><td>Z</td><td>0</td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>1.30</td><td>(%)</td></tr> <tr><td>EE</td><td>0.60</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>1.60 (%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	46	(IN)	C	5.20	(%)	D	6.00	(%)	E	3.70	(%)	F	3.60	(%)	G	3.40	(%)	H	4.40	(%)	I	5.40	(%)	J	210	(IN)	K	3	(IN)	L	52	(IN)	M	233	(IN)	N	2	(IN)	O	23	(IN)	P	57	(IN)	Q	3.80	(%)	R	2.80	(%)	S	1.80	(%)	T		(IN)	U		(IN)	V		(%)	W	0.70	(%)	X		(IN)	Y		(IN)	YY	175	(IN)	Z	0	(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	1.30	(%)	EE	0.60	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		1.60 (%)
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
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Comments ▲



S 72ND ST & GRAYS AVE, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 72ND ST & GUYER AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Midblock
Longitudinal / Cross slope in Front of Ramp	1.10	%	1.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.5	
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	02		
*Curb Ramp Type	Type 1		
*North Leg	S 72ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	GUYER	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 72ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	GUYER	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S72NDSst-GUYERave-S72NDSst-GUYERave-2023-04-15-2-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



S 72ND ST & GUYER AVE, PennDOT Location ID #

2

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
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Comments ▲



S 72ND ST & GUYER AVE, PennDOT Location ID # 2



Insert Picture 1



Insert Picture 2



Insert Picture 3



Insert Picture 4



Insert Picture 5



Insert Picture 6



S 2 S R A e n n o a t i o n
1

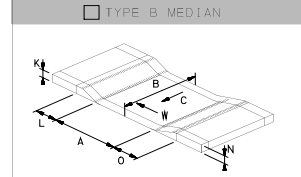
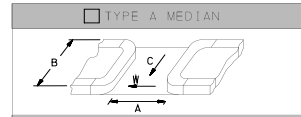
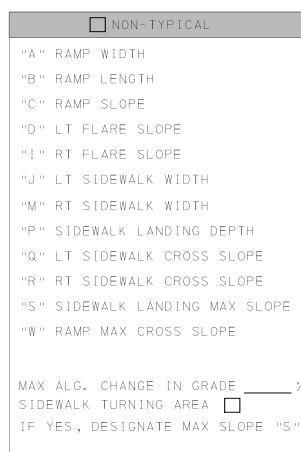
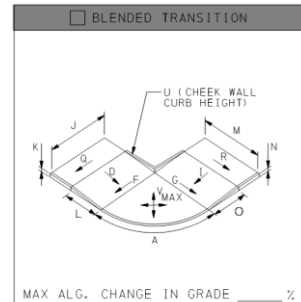
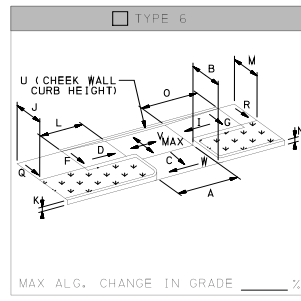
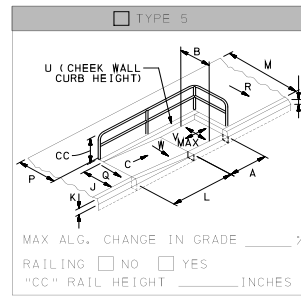
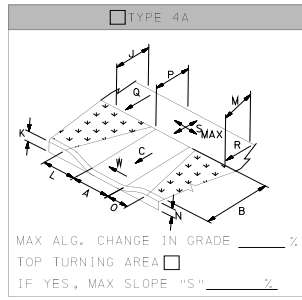
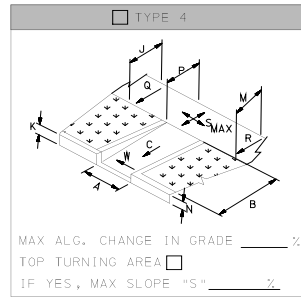
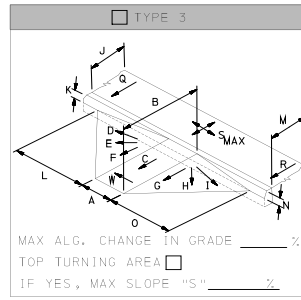
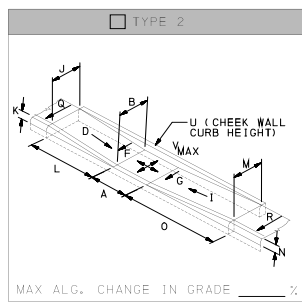
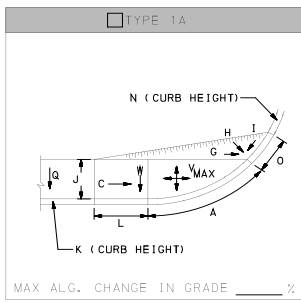
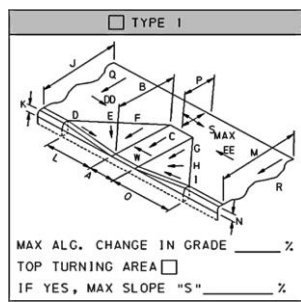
*Date of Design (yyyy mm dd)	2023	06	30
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Jefrey Tabar TPD		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	6		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Uncontrolled
Longitudinal / Cross slope in Front of Ramp	0.10	%	1.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	6.0	
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	19		
*Curb Ramp Type	Type 1		
*North Leg	S 72ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	GUYER	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 72ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	GUYER	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S72NDS-t-GUYER Ave-S72NDS-t-GUYER Ave-2023-06-30-19-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



"0.00" inches or %		
*	A	48 (IN)
*	B	33 (IN)
*	C	5.10 (%)
*	D	6.00 (%)
*	E	38.00 (%)
*	F	5.70 (%)
*	G	3.90 (%)
*	H	6.10 (%)
*	I	6.30 (%)
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*	Q	1.50 (%)
*	R	2.00 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.50 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	0.00 (%)
*	EE	3.60 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		0.50 (%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



*Date of Design (yyyy mm dd)	2023	01	30
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.00	%	2.80 %
Turning Maneuver at Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	S 72ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	PASCHALL	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 72ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	PASCHALL	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w/Crosswalk

Z° = Ramp Angle w/Crosswalk

Algebraic Difference

Ramp Slope X% Longitudinal Slope of Crosswalk -Y%

Depressed Curb

Algebraic Difference = X% - (-Y%)

Ramp Slope X% Longitudinal Slope of Crosswalk Y%

Depressed Curb

Algebraic Difference = X% - Y%

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

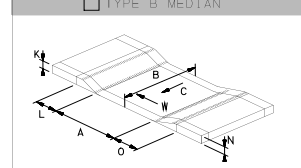
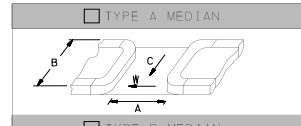
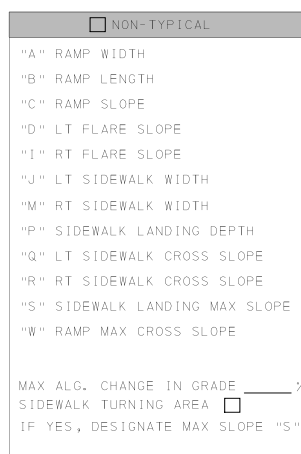
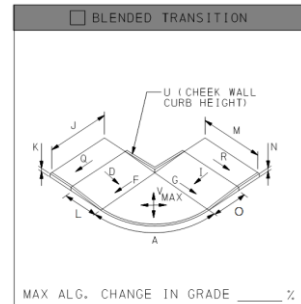
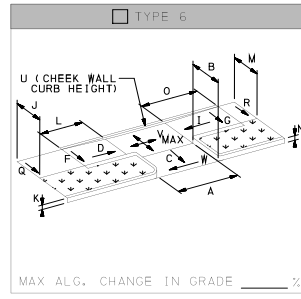
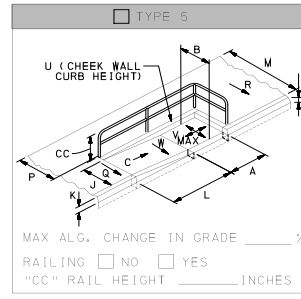
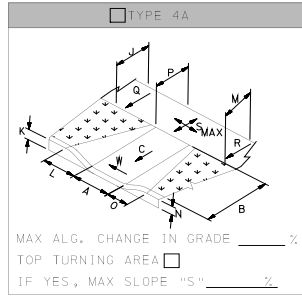
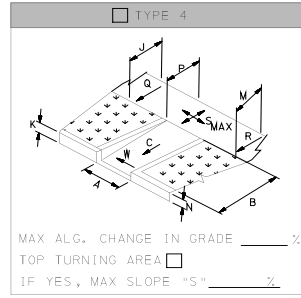
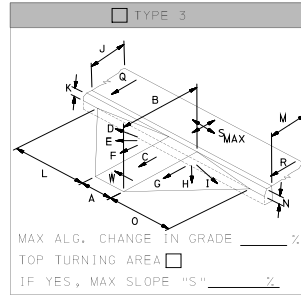
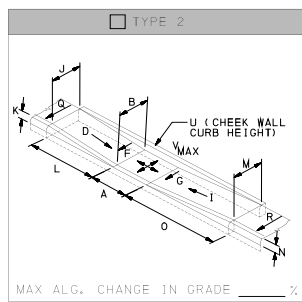
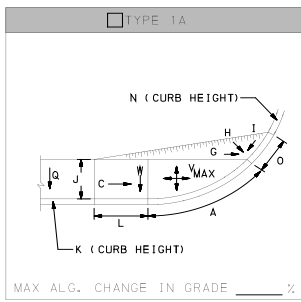
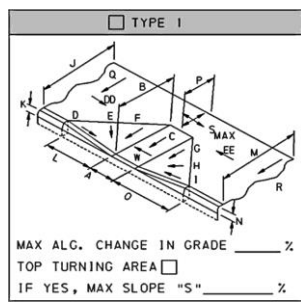
120" MAX

60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S72NDSI-PASCHALLAve-S72NDSI-PASCHALLAve-2023-01-30-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)

S 2 S AS A A enn o ation



"0.00" inches or %		
*	A	48 (IN)
*	B	40 (IN)
*	C	2.60 (%)
*	D	1.50 (%)
*	E	1.20 (%)
*	F	2.40 (%)
*	G	4.50 (%)
*	H	1.90 (%)
*	I	1.70 (%)
*	J	186 (IN)
*	K	4 (IN)
*	L	48 (IN)
*	M	208 (IN)
*	N	2 (IN)
*	O	22 (IN)
*	P	56 (IN)
*	Q	2.50 (%)
*	R	1.00 (%)
*	S	0.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.10 (%)
*	EE	1.70 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		0.40 (%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6

ADA Feasibility Form

(Used to document design decisions and to be completed before construction)

Availability <input type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other _____	Complete Section Below to Allow for ADA Compliance Add notation to plan <input type="radio"/> Yes <input type="radio"/> No Submitted Repair _____ Approved Repair _____ Actual Repair _____ Actual Repair Date _____
Justification for Feasibility	
<i>(check all that apply)</i> <input type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 _____ <input type="checkbox"/> Other 2 _____ <input type="checkbox"/> Other 3 _____ <input type="checkbox"/> Other 4 _____	General Information District _____ Count _____ Ownership _____ Street _____ Submitter Information Submitted By: David Dlugosz Submitter Company: City of Philadelphia Street Address: _____ City/State/Zip: _____ Date Submitted: January 5, 2023
Project Information	
Project Type <input type="checkbox"/> Resurfacing Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> Reconstruction <input type="checkbox"/> New Construction (Tech Infeasible normally N/A) <input type="checkbox"/> Other _____ Pedestrian Traffic: Yes <input type="radio"/> No <input type="radio"/> Pedestrian Trip Generators: Yes <input type="radio"/> No <input type="radio"/> Safety Concerns: Yes <input type="radio"/> No <input type="radio"/> R9-3A "No Peds" Signs: Yes <input type="radio"/> No <input type="radio"/> Existing Crosswalk: Yes <input type="radio"/> No <input type="radio"/> Existing Sidewalk: Yes <input type="radio"/> No <input type="radio"/> Existing Push Buttons: Yes <input type="radio"/> No <input type="radio"/> ADT: _____	Location Identification S 72nd _____ *SR North - Segment, Offset _____ S 72nd _____ *SR South - Segment, Offset _____ Paschall _____ *SR East - Segment, Offset _____ Paschall _____ *SR West - Segment, Offset _____ 07 Location # _____
Alternative Design and Alternative Waived	
1.) _____ 2.) _____ 3.) _____	_____ _____ _____
Alternative Selected and Description of Waiver Requirement if not met	
It was determined that a 2.0% crosswalk cross slope at this location was not feasible. A 2.8% cross slope was provided	
ADA Review Committee Recommendation	
<input type="radio"/> Approved _____ <input type="radio"/> Denied _____ ADA Review Committee Chair - Date _____	<input type="radio"/> Approved _____ <input type="radio"/> Denied _____ District ADE of Design - Date _____
<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>	

(03-20)



TECHNICALLY INFEASIBLE FORM

(Additional Explanation Sheet)

nve ti ated e i n Alternative 1

nve ti ated e i n Alternative 2

nve ti ated e i n Alternative

Summar
<p>Due to City of Phila policy, crosswalk cross slopes at stop signs may equal but not exceed the slope of the street approaching the crosswalk.</p> <p>The crosswalk cross slope at ramp #7 was measured at 2.8%, The existing slope of the crosswalk was measured at 4.1%.</p> <p>As such, the 2.8% cross slope should be accepted</p>

<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>

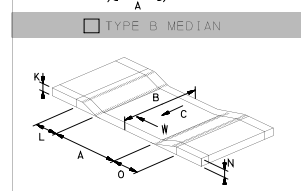
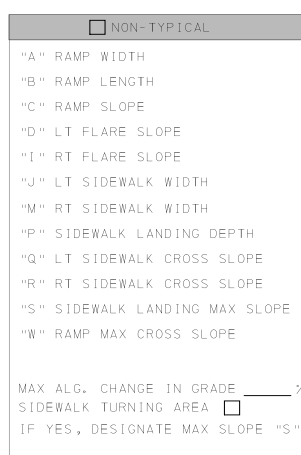
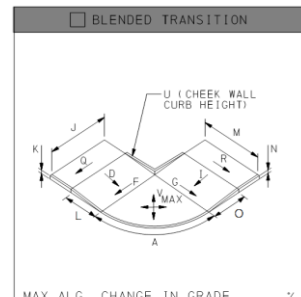
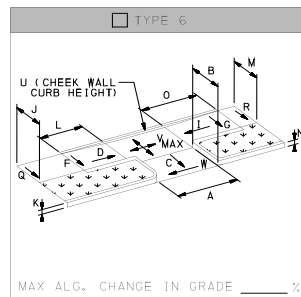
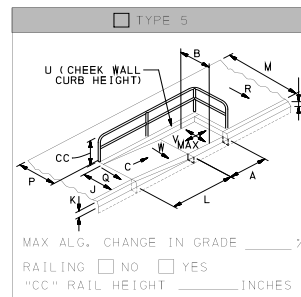
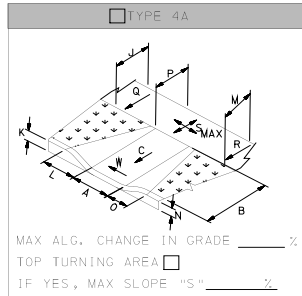
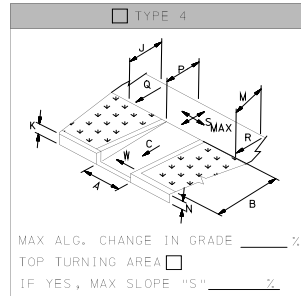
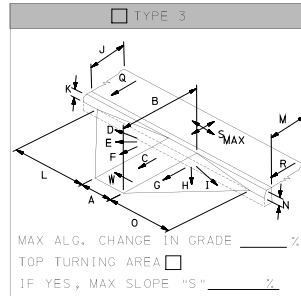
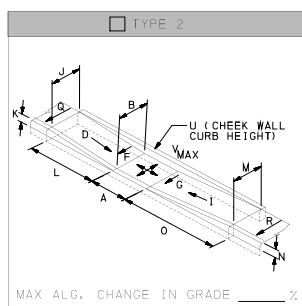
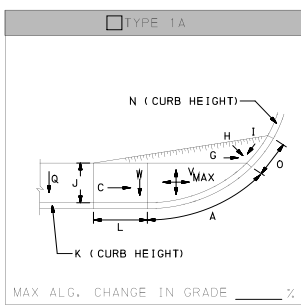
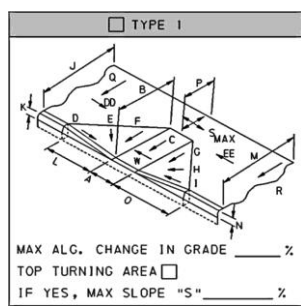


*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 1		
*North Leg	S 73RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	GUYER	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 73RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	GUYER	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S73RDSSt-GUYERave-S73RDSSt-GUYERave-2023-04-15-9-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

S 73RD ST & BUNTING PL, PennDOT Location ID

9

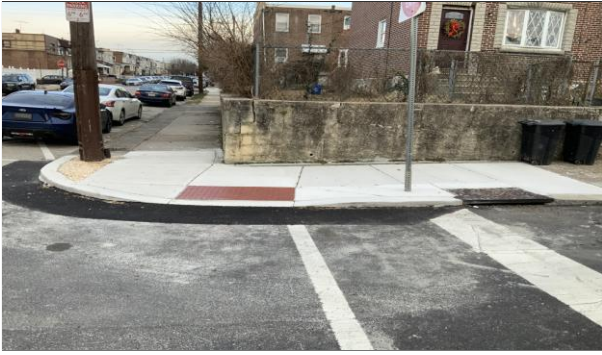


*0.00" inches or %		
A	48	(IN)
B	46	(IN)
C	5.20	(%)
D	6.00	(%)
E	3.70	(%)
F	3.60	(%)
G	5.40	(%)
H	4.40	(%)
I	7.70	(%)
J	210	(IN)
K	3	(IN)
L	24	(IN)
M	233	(IN)
N	2	(IN)
O	23	(IN)
P	57	(IN)
Q	3.80	(%)
R	2.80	(%)
S	0.90	(%)
T		(IN)
U		(IN)
V		(%)
W	0.70	(%)
X		(IN)
Y		(IN)
YY	175	(IN)
Z		(IN)
ZZ	48	(IN)
AA		(IN)
BB		(IN)
CC		(IN)
DD	1.30	(%)
EE	0.60	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



S 73RD ST & BUNTING PL, PennDOT Location ID # 9



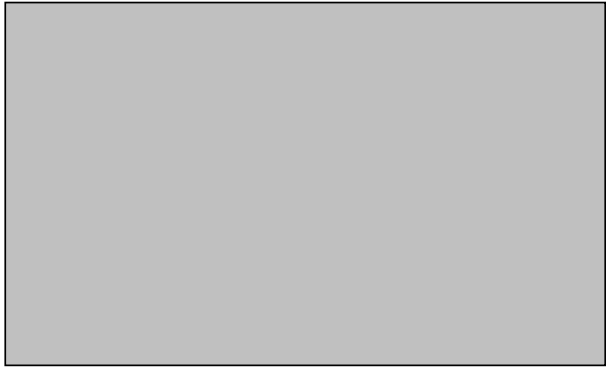
Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



S 73RD ST & DICKS AVE, PennDOT Location ID #

12

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	1		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 1		
*North Leg	S 73RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 73RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S73RDS†-DICKSAve-S73RDS†-DICKSAve-2023-04-15-12-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>39</td><td>(IN)</td></tr> <tr><td>C</td><td>3.40</td><td>(%)</td></tr> <tr><td>D</td><td>1.90</td><td>(%)</td></tr> <tr><td>E</td><td>3.00</td><td>(%)</td></tr> <tr><td>F</td><td>3.50</td><td>(%)</td></tr> <tr><td>G</td><td>5.60</td><td>(%)</td></tr> <tr><td>H</td><td>5.80</td><td>(%)</td></tr> <tr><td>I</td><td>2.30</td><td>(%)</td></tr> <tr><td>J</td><td>92</td><td>(IN)</td></tr> <tr><td>K</td><td>3</td><td>(IN)</td></tr> <tr><td>L</td><td>36</td><td>(IN)</td></tr> <tr><td>M</td><td>54</td><td>(IN)</td></tr> <tr><td>N</td><td>3</td><td>(IN)</td></tr> <tr><td>O</td><td>26</td><td>(IN)</td></tr> <tr><td>P</td><td>55</td><td>(IN)</td></tr> <tr><td>Q</td><td>3.20</td><td>(%)</td></tr> <tr><td>R</td><td>2.90</td><td>(%)</td></tr> <tr><td>S</td><td>1.80</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.00</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>0.20</td><td>(%)</td></tr> <tr><td>EE</td><td>4.60</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	39	(IN)	C	3.40	(%)	D	1.90	(%)	E	3.00	(%)	F	3.50	(%)	G	5.60	(%)	H	5.80	(%)	I	2.30	(%)	J	92	(IN)	K	3	(IN)	L	36	(IN)	M	54	(IN)	N	3	(IN)	O	26	(IN)	P	55	(IN)	Q	3.20	(%)	R	2.90	(%)	S	1.80	(%)	T		(IN)	U		(IN)	V		(%)	W	1.00	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	0.20	(%)	EE	4.60	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
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L	36	(IN)																																																																																																												
M	54	(IN)																																																																																																												
N	3	(IN)																																																																																																												
O	26	(IN)																																																																																																												
P	55	(IN)																																																																																																												
Q	3.20	(%)																																																																																																												
R	2.90	(%)																																																																																																												
S	1.80	(%)																																																																																																												
T		(IN)																																																																																																												
U		(IN)																																																																																																												
V		(%)																																																																																																												
W	1.00	(%)																																																																																																												
X		(IN)																																																																																																												
Y		(IN)																																																																																																												
YY	120	(IN)																																																																																																												
Z		(IN)																																																																																																												
ZZ	48	(IN)																																																																																																												
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DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																																																														
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲



S 73RD ST & DICKS AVE, PennDOT Location ID # 12



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



S 73RD ST & DICKS AVE, PennDOT Location ID #

14

*Date of Design (yyyy mm dd)	2023	04	15
Designer 1	Brian T. Donahue Tony DePaul & Son		
Designer 2	Brian T. Donahue Tony DePaul & Son		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	State Route		
Photo Log Number	N/A		
Number of Photos	1		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	PolCom		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.10	%	2.00 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:	
ECMS #	Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	S 73RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 73RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		

Northbound

□ ACCESSIBLE PUSH BUTTONS

120" MIN
120" MAX
60" MAX
42"

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle w/Crosswalk

Z° = Ramp Angle w/Crosswalk

Algebraic Difference

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-S73RDS†-DICKSAve-S73RDS†-DICKSAve-2023-04-15-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">*0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>48</td><td>(IN)</td></tr> <tr><td>B</td><td>40</td><td>(IN)</td></tr> <tr><td>C</td><td>5.60</td><td>(%)</td></tr> <tr><td>D</td><td>9.30</td><td>(%)</td></tr> <tr><td>E</td><td>7.60</td><td>(%)</td></tr> <tr><td>F</td><td>4.00</td><td>(%)</td></tr> <tr><td>G</td><td>0.40</td><td>(%)</td></tr> <tr><td>H</td><td>0.20</td><td>(%)</td></tr> <tr><td>I</td><td>4.30</td><td>(%)</td></tr> <tr><td>J</td><td>92</td><td>(IN)</td></tr> <tr><td>K</td><td>3</td><td>(IN)</td></tr> <tr><td>L</td><td>29</td><td>(IN)</td></tr> <tr><td>M</td><td>54</td><td>(IN)</td></tr> <tr><td>N</td><td>4</td><td>(IN)</td></tr> <tr><td>O</td><td>32</td><td>(IN)</td></tr> <tr><td>P</td><td>55</td><td>(IN)</td></tr> <tr><td>Q</td><td>3.20</td><td>(%)</td></tr> <tr><td>R</td><td>2.90</td><td>(%)</td></tr> <tr><td>S</td><td>0.30</td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td></td><td>(IN)</td></tr> <tr><td>V</td><td></td><td>(%)</td></tr> <tr><td>W</td><td>1.50</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>120</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td>0.20</td><td>(%)</td></tr> <tr><td>EE</td><td>4.60</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>YES</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>4.20 (%)</td></tr> </tbody> </table>	*0.00" inches or %			A	48	(IN)	B	40	(IN)	C	5.60	(%)	D	9.30	(%)	E	7.60	(%)	F	4.00	(%)	G	0.40	(%)	H	0.20	(%)	I	4.30	(%)	J	92	(IN)	K	3	(IN)	L	29	(IN)	M	54	(IN)	N	4	(IN)	O	32	(IN)	P	55	(IN)	Q	3.20	(%)	R	2.90	(%)	S	0.30	(%)	T		(IN)	U		(IN)	V		(%)	W	1.50	(%)	X		(IN)	Y		(IN)	YY	120	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD	0.20	(%)	EE	4.60	(%)	DWS Transition Strip		YES	DWS Transition Strip Slope (FF)		4.20 (%)
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<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																																																														
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲



S 73RD ST & DICKS AVE, PennDOT Location ID # 14



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



A R e n n o a t i o n

*Date of Design (yyyy mm dd)	2022	10	06
Designer 1	JJA JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	2.20	%	2.40 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	8 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	5.0	
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)		09	
*Curb Ramp Type	Type 4A		
*North Leg	PINE	(segment)	(offset)
*North Leg Desc.			
*East Leg	BLOOMFIELD	(segment)	(offset)
*East Leg Desc.			
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

<p>Ramp Angle w\Crosswalk</p> <p>Z° = Ramp Angle w\Crosswalk</p>	
<p>Algebraic Difference</p> <p>Ramp Slope X% Longitudinal Slope of Crosswalk -Y%</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - (-Y%)</p>	
<p>Algebraic Difference</p> <p>Ramp Slope X% Longitudinal Slope of Crosswalk Y%</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - Y%</p>	

<p>Northbound</p> <p>ACCESSIBLE PUSH BUTTONS</p> <p>120" MIN</p> <p>120" MAX</p> <p>60" MAX</p> <p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>	<p>Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work</p> <p>YES</p>
<p>Push Button Turning Area - Max Slope (%)</p> <p>Comments:</p>	
<p>Accessible Push Buttons</p> <p>N/A</p>	
<p>Sketch Used To Collect Field Information</p> <p>No</p>	
<p>Asset # (auto)</p> <p>C-06-101-60000-PINE-BLOOMFIELD-PINE-2022-10-06-9-Type4A</p>	
<p>Status</p> <p>Current</p>	
<p>Archive Ramp at location #:</p> <p>N/A</p>	
<p>Level of Service</p> <p>Meets RC-67M</p>	

A R E N N O A T I O N



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

"0.00" inches or %		
*	A	48 (IN)
*	B	52 (IN)
*	C	6.00 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	999 (IN) no sidewalk
*	K	4 (IN)
*	L	60 (IN)
*	M	60 (IN)
*	N	3 (IN)
*	O	36 (IN)
*	P	48 (IN)
*	Q	999 (%) no left sidewalk
*	R	2.80 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.80 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	(%)
*	EE	(%)
	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲



A R enn o ation



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R e n n o a t i o n
12

*Date of Design (yyyy mm dd)	2022	10	06
Designer 1	JJA JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	1		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	3.70	%	1.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	10 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	4.6	
Intersection Ramp # of #	2	4	
*Ramp Location (Use Figure Below)		12	
*Curb Ramp Type	Type 1		
*North Leg	PINE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	BLOOMFIELD	(segment)	(offset)
*East Leg Desc.			
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

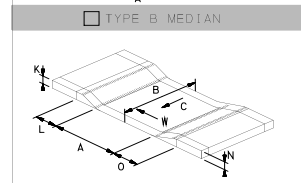
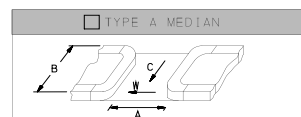
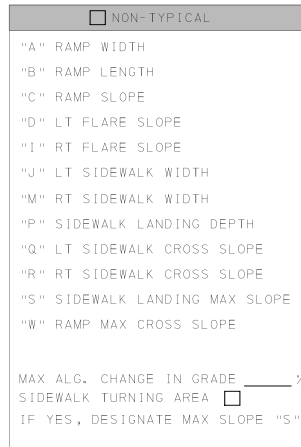
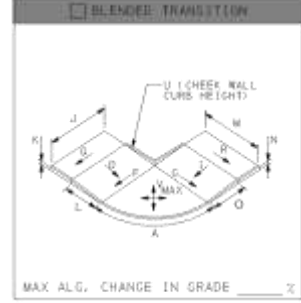
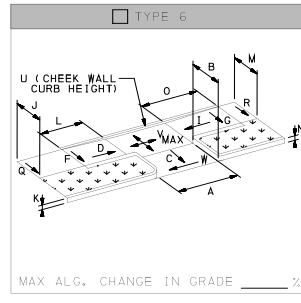
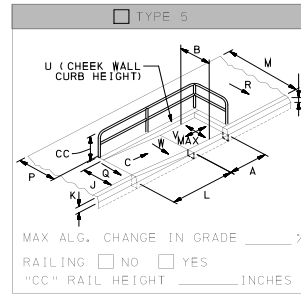
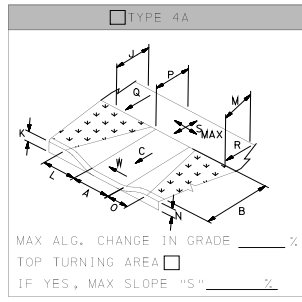
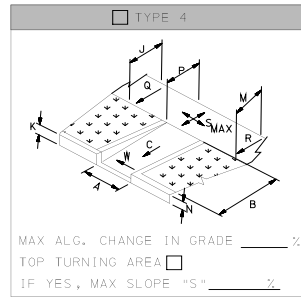
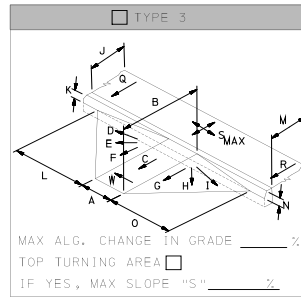
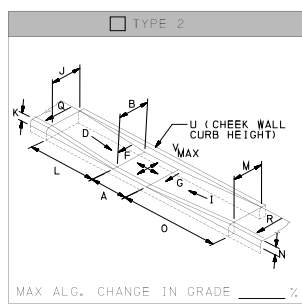
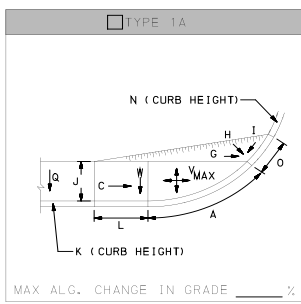
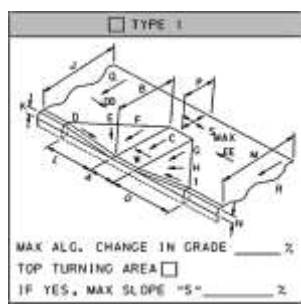
Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work **YES**

Push Button Turning Area - Max Slope (%)		Comments:
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-PINERd-BLOOMFIELD-PINE-2022-10-06-12-Type1	
Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

A R E N N O A T I O N 12



"0.00" inches or %		
*	A	48 (IN)
*	B	61 (IN)
*	C	2.30 (%)
*	D	1.80 (%)
*	E	2.80 (%)
*	F	2.50 (%)
*	G	2.10 (%)
*	H	1.90 (%)
*	I	1.50 (%)
*	J	85 (IN)
*	K	2 (IN)
*	L	66 (IN)
*	M	90 (IN)
*	N	2 (IN)
*	O	55 (IN)
*	P	48 (IN)
*	Q	1.20 (%)
*	R	2.00 (%)
*	S	1.20 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.20 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	120 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.30 (%)
*	EE	2.00 (%)
	DWS Transition Strip	YES
	DWS Transition Strip Slope (FF)	0.50 (%)

Comments ▲



A R e n n o a t i o n 1 2



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



A R E N N O A T I O N

1

*Date of Design (yyyy mm dd)	2022	10	06
Designer 1	na JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	2		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.60 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	5 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.0	
Intersection Ramp # of #	3	4	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	PINE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	BLOOMFIELD	(segment)	(offset)
*East Leg Desc.			
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.			
*West Leg	BLOOMFIELD	(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Northbound

Z° = Ramp Angle w/Crosswalk

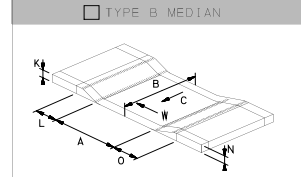
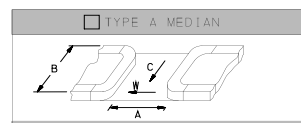
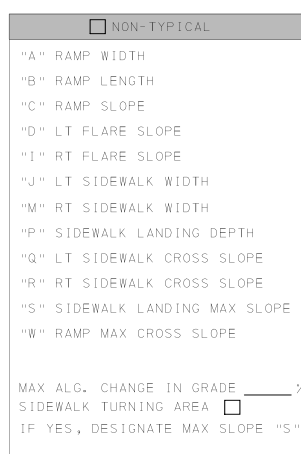
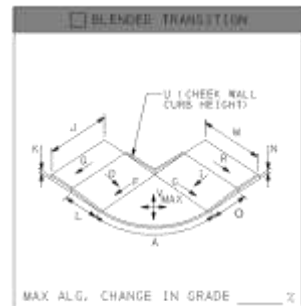
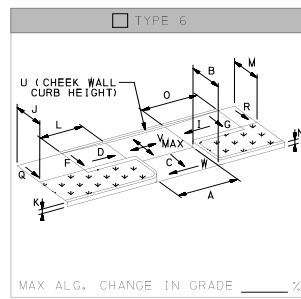
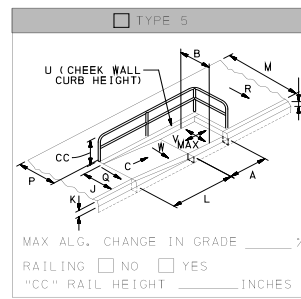
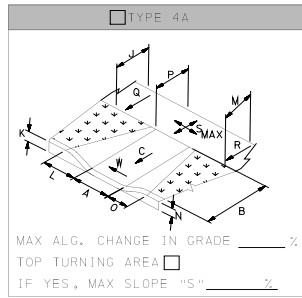
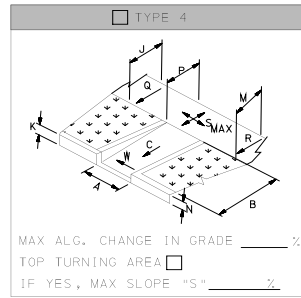
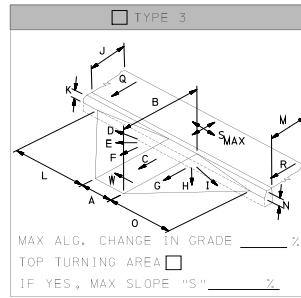
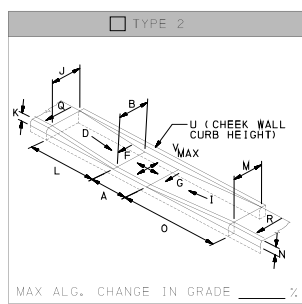
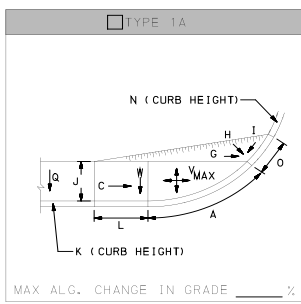
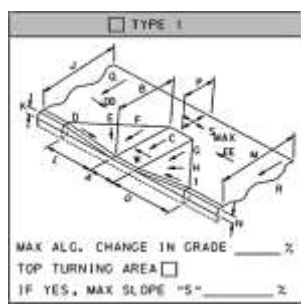
Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PINERd-BLOOMFIELD-PINE-BLOOMFIELD-2022-10-06-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

A R e n n o t a t i o n

1



"0.00" inches or %		
*	A	48 (IN)
*	B	55 (IN)
*	C	7.00 (%)
*	D	6.20 (%)
*	E	7.80 (%)
*	F	6.40 (%)
*	G	4.40 (%)
*	H	6.50 (%)
*	I	4.60 (%)
*	J	85 (IN)
*	K	2 (IN)
*	L	55 (IN)
*	M	90 (IN)
*	N	3 (IN)
*	O	48 (IN)
*	P	48 (IN)
*	Q	1.20 (%)
*	R	2.00 (%)
*	S	1.80 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	120 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	2.30 (%)
*	EE	2.00 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		4.50 (%)

Comments ▲



A R enn o ation 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



A R E N N O A T I O N

1

*Date of Design (yyyy mm dd)	2022	10	06
Designer 1	JJA JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Traffic Signal
Longitudinal / Cross slope in Front of Ramp	1.10	%	3.90 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	5 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.2	
Intersection Ramp # of #	4	4	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 4A		
*North Leg	PINE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	BLOOMFIELD	(segment)	(offset)
*East Leg Desc.			
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)

Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PINERd-BLOOMFIELD-PINE-2022-10-06-17-Type4A
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

A R e n n o a t i o n 1



<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDER TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>			
<p><input type="checkbox"/> TYPE B MEDIAN</p>			

"0.00" inches or %		Comments ▲
*	A	48 (IN)
*	B	31 (IN)
*	C	7.10 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	999 (IN) no sidewalk
*	K	6 (IN)
*	L	36 (IN)
*	M	999 (IN) no sidewalk
*	N	6 (IN)
*	O	36 (IN)
*	P	49 (IN)
*	Q	99.00 (%) no sidewalk
*	R	99.00 (%) no sidewalk
*	S	1.90 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	0.50 (%)
*	X	(IN)
*	Y	120 (IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	144 (IN) no stopbar
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	(%)
*	EE	(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)



A R enn o ation 1



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



PARKHOLLOW LN & PINE RD, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2022	10	06
Designer 1	Bryan Fleming Eric Long		
Designer 2	na JJA		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	5		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	3.60	%	1.70
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	8
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.4	
Intersection Ramp # of #	1	2	
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 4A		
*North Leg	PINE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	PARKHOLLOW	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.	Rd		
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



PARKHOLLOW LN & PINE RD, PennDOT Location ID # 9

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																												
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>40 (IN)</td></tr> <tr><td>*</td><td>C</td><td>4.80 (%)</td></tr> <tr><td>*</td><td>D</td><td>(%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>(%)</td></tr> <tr><td>*</td><td>J</td><td>48 (IN)</td></tr> <tr><td>*</td><td>K</td><td>4 (IN)</td></tr> <tr><td>*</td><td>L</td><td>27 (IN)</td></tr> <tr><td>*</td><td>M</td><td>48 (IN)</td></tr> <tr><td>*</td><td>N</td><td>5 (IN)</td></tr> <tr><td>*</td><td>O</td><td>29 (IN)</td></tr> <tr><td>*</td><td>P</td><td>50 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.90 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.50 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>72 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>48 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>(%)</td></tr> <tr><td>*</td><td>EE</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	40 (IN)	*	C	4.80 (%)	*	D	(%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	(%)	*	J	48 (IN)	*	K	4 (IN)	*	L	27 (IN)	*	M	48 (IN)	*	N	5 (IN)	*	O	29 (IN)	*	P	50 (IN)	*	Q	1.00 (%)	*	R	1.90 (%)	*	S	1.50 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.40 (%)	*	X	(IN)	*	Y	(IN)	*	YY	72 (IN)	*	Z	(IN)	*	ZZ	48 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	(%)	*	EE	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																														
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DWS Transition Strip Slope (FF)		(%)																																																																																																												
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																													
<p><input type="checkbox"/> TYPE A MEDIAN</p> <p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																														

Comments ▲

PARKHOLLOW LN & PINE RD, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



PARKHOLLOW LN & PINE RD, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2022	10	06
Designer 1	Bryan Fleming Eric Long		
Designer 2	na JJA		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	6		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.80	%	2.00
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	8
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	10.0	
Intersection Ramp # of #	2	2	
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 4A		
*North Leg	PINE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	PARKHOLLOW	(segment)	(offset)
*East Leg Desc.			
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

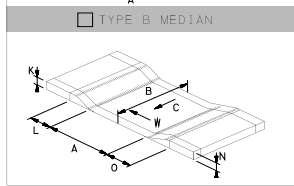
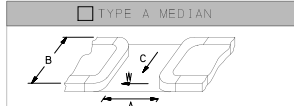
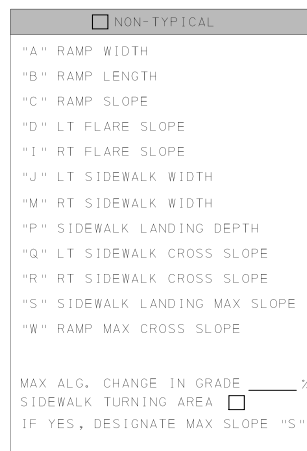
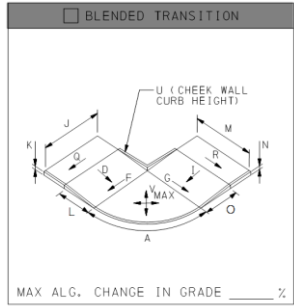
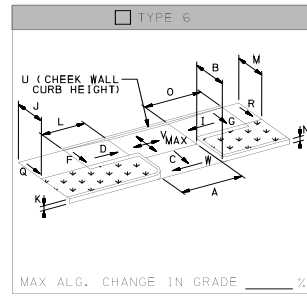
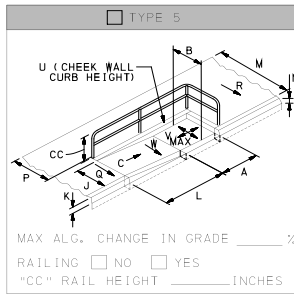
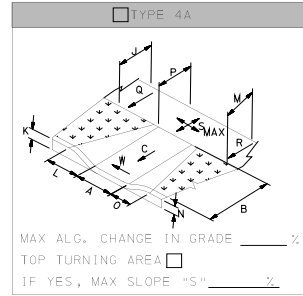
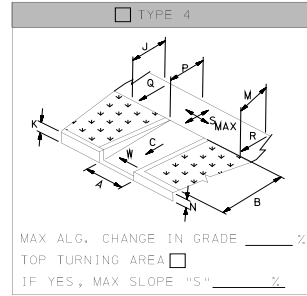
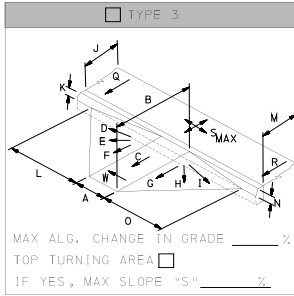
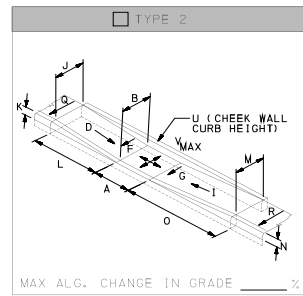
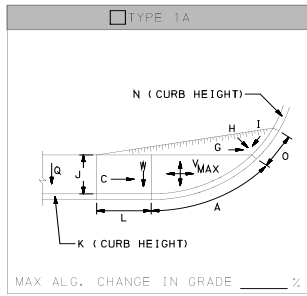
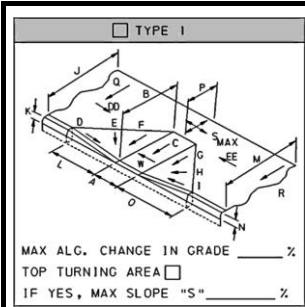
Y%

Longitudinal Slope of Crosswalk

Depressed Curb

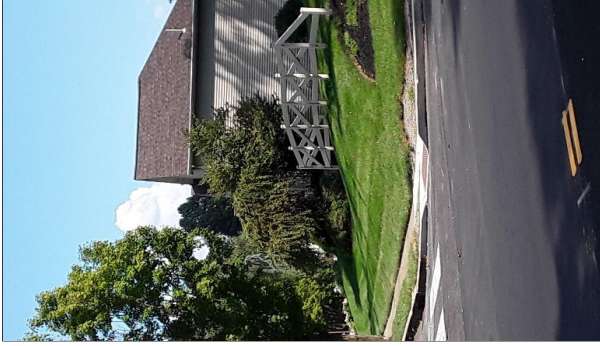
Algebraic Difference = X% - Y%

PARKHOLLOW LN & PINE RD, PennDOT Location ID # 12



"0.00" inches or %		
A	48	(IN)
B	36	(IN)
C	7.30	(%)
D		(%)
E		(%)
F		(%)
G		(%)
H		(%)
I		(%)
J	48	(IN)
K	5	(IN)
L	26	(IN)
M	48	(IN)
N	6	(IN)
O	26	(IN)
P	48	(IN)
Q	1.00	(%)
R	2.00	(%)
S	1.50	(%)
T		(IN)
U		(IN)
V		(%)
W	1.00	(%)
X		(IN)
Y		(IN)
YY	72	(IN)
Z		(IN)
ZZ	999	(IN) na
AA		(IN)
BB		(IN)
CC		(IN)
DD		(%)
EE		(%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



PENNYPACK PATH & PINE RD, PennDOT Location ID # 0

*Date of Design (yyyy mm dd)		2022	10	06
Designer 1		Bryan Fleming Eric Long		
Designer 2		na JJA		
*Engineering District Code		06 - District 6-0		
*County Name		Philadelphia		
*County Code (auto)		101		
*Municipality Name		Philadelphia City		
*Municipality Code (auto)		60000		
Construction Phase		Constructed		
Ramp Crosses		Local Road		
Photo Log Number		N/A		
Number of Photos		2		
Ramp Surface		Concrete		
Surface Stable, Firm, and Slip Resistant		YES		
Elevation Differences > 1/4"		NO		(X/16")
Grate Openings or Gaps > 1/2"		NO		(X/16")
Utilities in Path of Travel		NO		
Water Ponding in Path of Travel		NO		
Detectable Warning Surface (DWS)		YES		
DWS type		Cast Iron		
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path		YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp		3.00	%	0.20 %
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:	
ECMS #	Alg Δ Grade (%)		9.3	
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)				
*Curb Ramp Type		Type 4A		
*North Leg	PINE	(segment)	(offset)	
*North Leg Desc.				
*East Leg	PENNYPACK	(segment)	(offset)	
*East Leg Desc.				
*South Leg	PINE	(segment)	(offset)	
*South Leg Desc.				
*West Leg	PENNYPACK	(segment)	(offset)	
*West Leg Desc.				
Ramp Coordinates		Latitude		
		Longitude		

Ramp Angle w\Crosswalk

Z° = Ramp Angle w\Crosswalk

Algebraic Difference

X%

Ramp Slope

-Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - (-Y%)

X%

Ramp Slope

Y%

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = X% - Y%



PENNYPACK PATH & PINE RD, PennDOT Location ID # 0

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>		
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>		
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>		

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	30 (IN)
*	C	6.30 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	48 (IN)
*	K	5 (IN)
*	L	26 (IN)
*	M	48 (IN)
*	N	4 (IN)
*	O	36 (IN)
*	P	48 (IN)
*	Q	1.90 (%)
*	R	1.90 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.10 (%)
*	X	(IN)
*	Y	(IN)
*	YY	72 (IN) not applicable
*	Z	(IN)
*	ZZ	48 (IN) not applicable
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	(IN)
*	EE	(IN)
DWS Transition Strip		NO
	DWS Transition Strip Slope (FF)	(%)



PENNYPACK PATH & PINE RD, PennDOT Location ID # 0



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



PINE RD & STRAHLE ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2022	10	06
Designer 1	JJA JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	4		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.80	%	0.10 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk 0 degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	9.8	
Intersection Ramp # of #	1	6	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 4A		
*North Leg	PINE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	STRAHLE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.	Rd		
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PINERd-STRAHLESt-PINERd-2022-10-06-4-Type4A
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

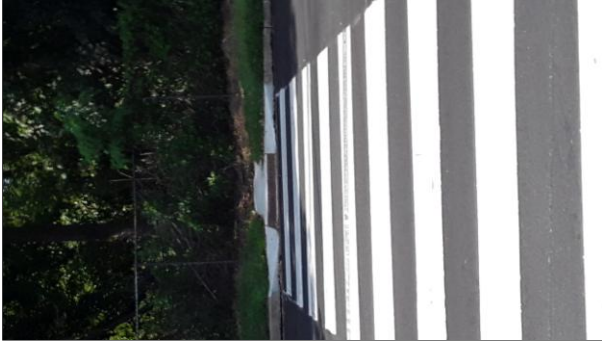


PINE RD & STRAHLE ST, PennDOT Location ID #

4

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p>Comments ▲</p> <table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>36 (IN)</td></tr> <tr><td>*</td><td>C</td><td>7.00 (%)</td></tr> <tr><td>*</td><td>D</td><td>(%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>(%)</td></tr> <tr><td>*</td><td>J</td><td>999 (IN) no sidewalk</td></tr> <tr><td>*</td><td>K</td><td>6 (IN)</td></tr> <tr><td>*</td><td>L</td><td>39 (IN)</td></tr> <tr><td>*</td><td>M</td><td>999 (IN) no sidewalk</td></tr> <tr><td>*</td><td>N</td><td>5 (IN)</td></tr> <tr><td>*</td><td>O</td><td>44 (IN)</td></tr> <tr><td>*</td><td>P</td><td>48 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>999 (%) no sidewalk</td></tr> <tr><td>*</td><td>R</td><td>999 (%) no sidewalk</td></tr> <tr><td>*</td><td>S</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.50 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>156 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>(%)</td></tr> <tr><td>*</td><td>EE</td><td>(%)</td></tr> <tr><td colspan="2">DWS Transition Strip</td><td>NO</td></tr> <tr><td colspan="2">DWS Transition Strip Slope (FF)</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	36 (IN)	*	C	7.00 (%)	*	D	(%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	(%)	*	J	999 (IN) no sidewalk	*	K	6 (IN)	*	L	39 (IN)	*	M	999 (IN) no sidewalk	*	N	5 (IN)	*	O	44 (IN)	*	P	48 (IN)	*	Q	999 (%) no sidewalk	*	R	999 (%) no sidewalk	*	S	1.80 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.50 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	156 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	(%)	*	EE	(%)	DWS Transition Strip		NO	DWS Transition Strip Slope (FF)		(%)
"0.00" inches or %																																																																																																															
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*	EE	(%)																																																																																																													
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DWS Transition Strip Slope (FF)		(%)																																																																																																													
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																													
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																														
<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>																																																																																																														
<p><input type="checkbox"/> TYPE A MEDIAN</p>																																																																																																															
<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																															

PINE RD & STRAHLE ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



PINE RD & STRAHLE ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2022	10	06
Designer 1	JJA JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.20 %
Turning Maneuver at Street	YES	Ramp Angle with Crosswalk 10 degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	7.5	
Intersection Ramp # of #	2	6	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 1		
*North Leg	PINE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	STRAHLE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.	Rd		
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w/Crosswalk

Algebraic Difference = X% - (-Y%)
Algebraic Difference = X% - Y%

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PINERd-STRAHLESt-PINERd-2022-10-06-7-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



TYPE 1

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 1A

MAX ALG. CHANGE IN GRADE _____ %

TYPE 2

MAX ALG. CHANGE IN GRADE _____ %

TYPE 3

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 4A

MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA
IF YES, MAX SLOPE "S" _____ %

TYPE 5

MAX ALG. CHANGE IN GRADE _____ %
RAILING NO YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6

MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN

TYPE B MEDIAN

"0.00" inches or %		
*	A	48 (IN)
*	B	34 (IN)
*	C	7.00 (%)
*	D	2.80 (%)
*	E	5.20 (%)
*	F	5.90 (%)
*	G	7.80 (%)
*	H	8.20 (%)
*	I	8.10 (%)
*	J	60 (IN)
*	K	4 (IN)
*	L	60 (IN)
*	M	70 (IN)
*	N	3 (IN)
*	O	28 (IN)
*	P	62 (IN)
*	Q	0.70 (%)
*	R	0.20 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(IN)
*	W	1.90 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	999 (IN) na
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.10 (%)
*	EE	5.20 (%)
DWS Transition Strip		NO
DWS Transition Strip Slope (FF)		(%)

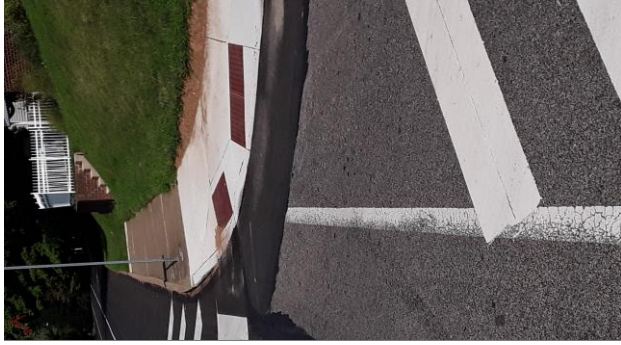
Comments ▲

Sheet 2 - Inspection Form Continued

C-06-101-60000-PINERd-STRAHLESt-PINERd-2022-10-06-7-Type1



PINE RD & STRAHLE ST, PennDOT Location ID # 7



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6



PINE RD & STRAHLE ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2022	10	06
Designer 1	JJA JJA		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	6		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.30 %
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	15 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	5.0	
Intersection Ramp # of #	3	6	
*Ramp Location (Use Figure Below)		09	
*Curb Ramp Type	Type 1		
*North Leg	PINE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	STRAHLE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

<p>Ramp Angle w\Crosswalk</p> <p>Z° = Ramp Angle w\Crosswalk</p>	
<p>Algebraic Difference</p> <p>Ramp Slope X% Longitudinal Slope of Crosswalk -Y%</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - (-Y%)</p>	
<p>Algebraic Difference</p> <p>Ramp Slope X% Longitudinal Slope of Crosswalk Y%</p> <p>Depressed Curb</p> <p>Algebraic Difference = X% - Y%</p>	

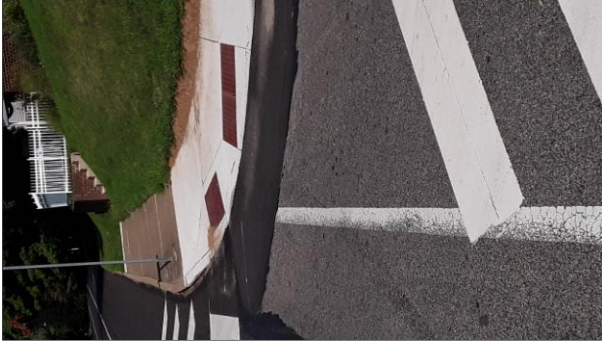
<p>Northbound</p> <p>ACCESSIBLE PUSH BUTTONS</p> <p>120" MIN</p> <p>120" MAX</p> <p>60" MAX</p> <p>DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS</p>	<p>Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work</p> <p>YES</p>
<p>Push Button Turning Area - Max Slope (%)</p> <p>Comments:</p>	
<p>Accessible Push Buttons</p> <p>N/A</p>	
<p>Sketch Used To Collect Field Information</p> <p>No</p>	
<p>Asset # (auto)</p> <p>C-06-101-60000-PINERd-STRAHLESt-2022-10-06-9-Type1</p>	
<p>Status</p> <p>Current</p>	
<p>Archive Ramp at location #:</p> <p>N/A</p>	
<p>Level of Service</p> <p>Meets RC-67M</p>	

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>

Comments ▲

"0.00" inches or %		
*	A	48 (IN)
*	B	40 (IN)
*	C	5.80 (%)
*	D	4.70 (%)
*	E	5.50 (%)
*	F	6.20 (%)
*	G	1.90 (%)
*	H	8.50 (%)
*	I	7.80 (%)
*	J	60 (IN)
*	K	3 (IN)
*	L	28 (IN)
*	M	75 (IN)
*	N	6 (IN)
*	O	72 (IN)
*	P	80 (IN)
*	Q	0.70 (%)
*	R	0.20 (%)
*	S	2.00 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.60 (%)
*	X	(IN)
*	Y	(IN)
*	YY	120 (IN)
*	Z	(IN)
*	ZZ	48 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	1.10 (%)
*	EE	5.20 (%)
DWS Transition Strip		YES
DWS Transition Strip Slope (FF)		4.10 (%)

PINE RD & STRAHLE ST, PennDOT Location ID # 9



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



PINE RD & STRAHLE ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2022	10	06
Designer 1	Bryan Fleming Eric Long		
Designer 2	na na		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.50 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	3 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	4.0	
Intersection Ramp # of #	1	4	
*Ramp Location (Use Figure Below)	14		
*Curb Ramp Type	Type 1		
*North Leg	PINE	(segment)	(offset)
*North Leg Desc.			
*East Leg	STRAHLE	(segment)	(offset)
*East Leg Desc.			
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Z° = Ramp Angle w\Crosswalk

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES
Push Button Turning Area - Max Slope (%)	Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-PINE-STRAHLE-PINE-2022-10-06-14-Type1
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



PINE RD & STRAHLE ST, PennDOT Location ID #

14

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																						
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																						
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																						
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																						
<p>DWS Transition Strip <input type="checkbox"/> NO</p> <p>DWS Transition Strip Slope (FF) _____ %</p>		<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>37 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.20 (%)</td></tr> <tr><td>*</td><td>D</td><td>5.30 (%)</td></tr> <tr><td>*</td><td>E</td><td>4.10 (%)</td></tr> <tr><td>*</td><td>F</td><td>4.60 (%)</td></tr> <tr><td>*</td><td>G</td><td>3.10 (%)</td></tr> <tr><td>*</td><td>H</td><td>4.10 (%)</td></tr> <tr><td>*</td><td>I</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>J</td><td>60 (IN)</td></tr> <tr><td>*</td><td>K</td><td>4 (IN)</td></tr> <tr><td>*</td><td>L</td><td>32 (IN)</td></tr> <tr><td>*</td><td>M</td><td>60 (IN)</td></tr> <tr><td>*</td><td>N</td><td>4 (IN)</td></tr> <tr><td>*</td><td>O</td><td>32 (IN)</td></tr> <tr><td>*</td><td>P</td><td>72 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>1.00 (%)</td></tr> <tr><td>*</td><td>R</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>S</td><td>1.20 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>1.80 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>60 (IN)</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>3.50 (%)</td></tr> <tr><td>*</td><td>EE</td><td>3.00 (%)</td></tr> </tbody> </table>	"0.00" inches or %			*	A	48 (IN)	*	B	37 (IN)	*	C	6.20 (%)	*	D	5.30 (%)	*	E	4.10 (%)	*	F	4.60 (%)	*	G	3.10 (%)	*	H	4.10 (%)	*	I	3.50 (%)	*	J	60 (IN)	*	K	4 (IN)	*	L	32 (IN)	*	M	60 (IN)	*	N	4 (IN)	*	O	32 (IN)	*	P	72 (IN)	*	Q	1.00 (%)	*	R	1.20 (%)	*	S	1.20 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	1.80 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	60 (IN)	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	3.50 (%)	*	EE	3.00 (%)
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Comments ▲



Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



PINE RD & STRAHLE ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2022	10	06
Designer 1	Eric Long JJA		
Designer 2	Bryan Fleming JJA		
*Engineering District Code	06 - District 6-0		
*County Name	Philadelphia		
*County Code (auto)	101		
*Municipality Name	Philadelphia City		
*Municipality Code (auto)	60000		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	N/A		
Number of Photos	6		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	YES		
Elevation Differences > 1/4"	NO		(X/16")
Grate Openings or Gaps > 1/2"	NO		(X/16")
Utilities in Path of Travel	NO		
Water Ponding in Path of Travel	NO		
Detectable Warning Surface (DWS)	YES		
DWS type	Cast Iron		
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.20 %
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:	
ECMS #	Alg Δ Grade (%)	8.4	
Intersection Ramp # of #	6	6	
*Ramp Location (Use Figure Below)	17		
*Curb Ramp Type	Type 4A		
*North Leg	(segment)	(offset)	
*North Leg Desc.			
*East Leg	STRAHLE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.	Rd		
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		

Ramp Angle w\Crosswalk

$Z^\circ = \text{Ramp Angle w\Crosswalk}$

Algebraic Difference

$X\%$

Ramp Slope

$-Y\%$

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = $X\% - (-Y\%)$

$X\%$

Ramp Slope

$Y\%$

Longitudinal Slope of Crosswalk

Depressed Curb

Algebraic Difference = $X\% - Y\%$



PINE RD & STRAHLE ST, PennDOT Location ID #

17

<p><input type="checkbox"/> TYPE 1</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 1A</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> TYPE 2</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																						
<p><input type="checkbox"/> TYPE 3</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>	<p><input type="checkbox"/> TYPE 4A</p> <p>MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %</p>																																																																																																						
<p><input type="checkbox"/> TYPE 5</p> <p>MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES</p>	<p><input type="checkbox"/> TYPE 6</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>	<p><input type="checkbox"/> BLENDED TRANSITION</p> <p>MAX ALG. CHANGE IN GRADE _____ %</p>																																																																																																						
<p><input type="checkbox"/> TYPE A MEDIAN</p>	<p><input type="checkbox"/> NON-TYPICAL</p> <p>"A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE</p> <p>MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S"</p>	<p><input type="checkbox"/> TYPE B MEDIAN</p>																																																																																																						
<p>DWS Transition Strip NO</p> <p>DWS Transition Strip Slope (FF) _____ %</p>		<table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th>Comments ▲</th> </tr> </thead> <tbody> <tr><td>*</td><td>A</td><td>48 (IN)</td></tr> <tr><td>*</td><td>B</td><td>36 (IN)</td></tr> <tr><td>*</td><td>C</td><td>6.70 (%)</td></tr> <tr><td>*</td><td>D</td><td>(%)</td></tr> <tr><td>*</td><td>E</td><td>(%)</td></tr> <tr><td>*</td><td>F</td><td>(%)</td></tr> <tr><td>*</td><td>G</td><td>(%)</td></tr> <tr><td>*</td><td>H</td><td>(%)</td></tr> <tr><td>*</td><td>I</td><td>(%)</td></tr> <tr><td>*</td><td>J</td><td>999 (IN) na</td></tr> <tr><td>*</td><td>K</td><td>4 (IN)</td></tr> <tr><td>*</td><td>L</td><td>38 (IN)</td></tr> <tr><td>*</td><td>M</td><td>999 (IN) na</td></tr> <tr><td>*</td><td>N</td><td>6 (IN)</td></tr> <tr><td>*</td><td>O</td><td>38 (IN)</td></tr> <tr><td>*</td><td>P</td><td>52 (IN)</td></tr> <tr><td>*</td><td>Q</td><td>999 (%) na</td></tr> <tr><td>*</td><td>R</td><td>999 (%) na</td></tr> <tr><td>*</td><td>S</td><td>1.40 (%)</td></tr> <tr><td>*</td><td>T</td><td>(IN)</td></tr> <tr><td>*</td><td>U</td><td>(IN)</td></tr> <tr><td>*</td><td>V</td><td>(%)</td></tr> <tr><td>*</td><td>W</td><td>0.30 (%)</td></tr> <tr><td>*</td><td>X</td><td>(IN)</td></tr> <tr><td>*</td><td>Y</td><td>(IN)</td></tr> <tr><td>*</td><td>YY</td><td>120 (IN)</td></tr> <tr><td>*</td><td>Z</td><td>(IN)</td></tr> <tr><td>*</td><td>ZZ</td><td>999 (IN) na</td></tr> <tr><td>*</td><td>AA</td><td>(IN)</td></tr> <tr><td>*</td><td>BB</td><td>(IN)</td></tr> <tr><td>*</td><td>CC</td><td>(IN)</td></tr> <tr><td>*</td><td>DD</td><td>(%)</td></tr> <tr><td>*</td><td>EE</td><td>(%)</td></tr> </tbody> </table>	"0.00" inches or %		Comments ▲	*	A	48 (IN)	*	B	36 (IN)	*	C	6.70 (%)	*	D	(%)	*	E	(%)	*	F	(%)	*	G	(%)	*	H	(%)	*	I	(%)	*	J	999 (IN) na	*	K	4 (IN)	*	L	38 (IN)	*	M	999 (IN) na	*	N	6 (IN)	*	O	38 (IN)	*	P	52 (IN)	*	Q	999 (%) na	*	R	999 (%) na	*	S	1.40 (%)	*	T	(IN)	*	U	(IN)	*	V	(%)	*	W	0.30 (%)	*	X	(IN)	*	Y	(IN)	*	YY	120 (IN)	*	Z	(IN)	*	ZZ	999 (IN) na	*	AA	(IN)	*	BB	(IN)	*	CC	(IN)	*	DD	(%)	*	EE	(%)
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Insert Picture 1



Insert Picture 4



Insert Picture 2



Insert Picture 5

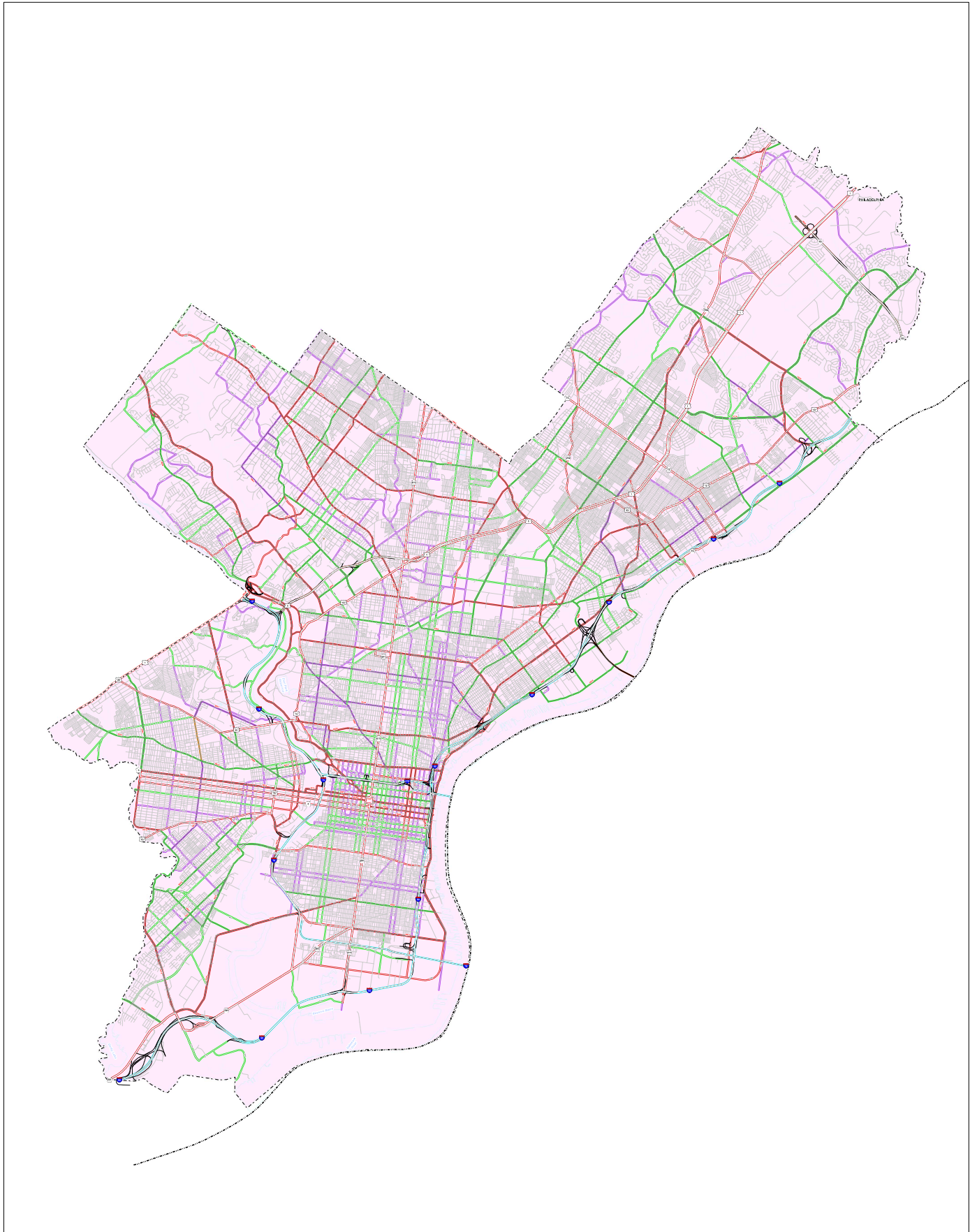


Insert Picture 3



Insert Picture 6

**Federal Functional Class
Philadelphia County**



Legend

- STATE
- COUNTY
- CITY or BORO
- TOWNSHIP
- INTERSTATE HIGHWAYS
- OTHER FREEWAYS AND EXPRESSWAYS
- OTHER PRINCIPAL ARTERIAL HIGHWAYS
- MINOR ARTERIALS
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ROADS
- 2010 SMALL URBAN BOUNDARY
- 2010 LARGE URBAN BOUNDARY

