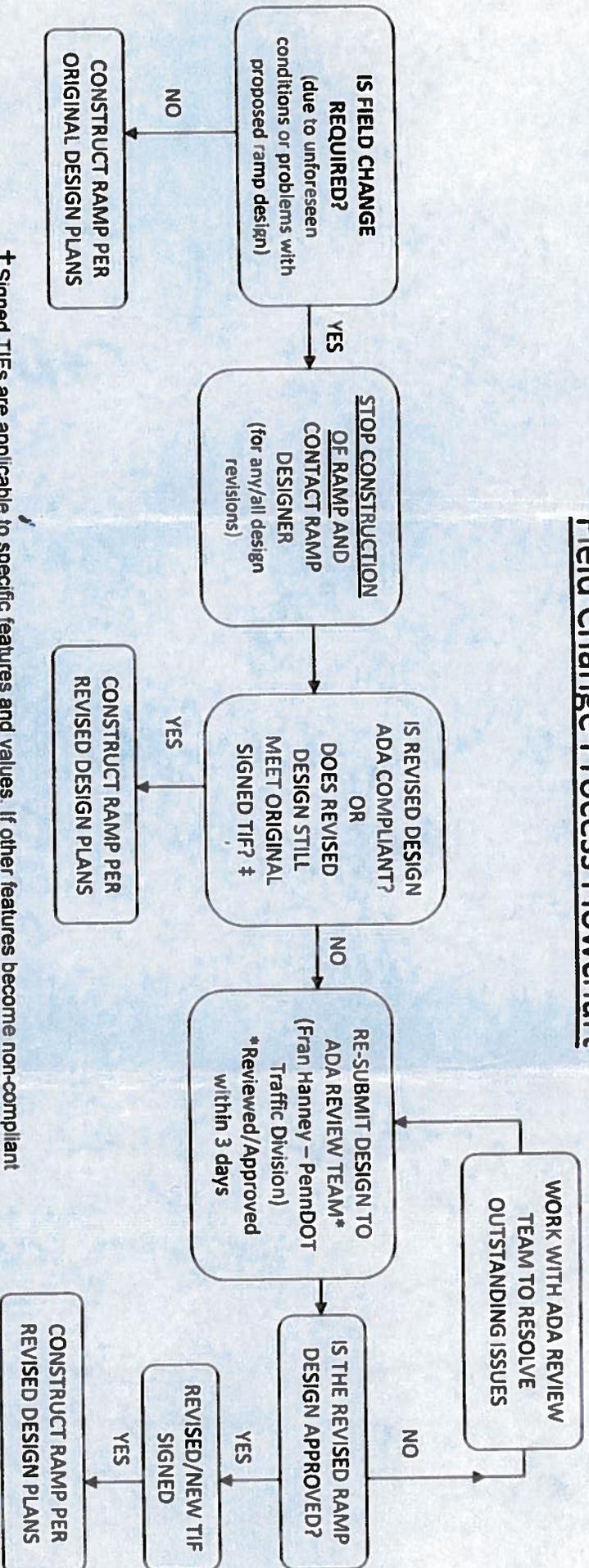


Field Change Process Flowchart



‡ Signed TIFs are applicable to specific features and values. If other features become non-compliant or if values become worse, then the TIF no longer applies and a new design is required.

Field changes, which do not result in non-compliance, may be approved in the field by the resident engineer or ADA construction inspector. Any field changes that improve a non-compliant feature even if it remains non-compliant may be approved in the field.

FIELD CHANGE PROCESS:

(excerpt from District 6-0 ADA Guidance Document, page 8)

1. The designer must be contacted and all construction work must be stopped if unforeseen physical limitations are found in the field. The designer must evaluate if the approved ADA curb ramp design needs to be revised and/or modified due to such limitations/constraints. The District's construction ADA inspector may be consulted to evaluate/discuss alternative designs with the designer in order to resolve issues found in the field. Revisions of the inspection forms and TIF's may be necessary as a result of the field changes.
2. Any & all other changes must be approved by the District's ADA coordinator per the process above.
3. If field revisions are required, the revised drawing details, inspection forms and TIF's must be submitted to the District's ADA Coordinator for final ADE approval and TIF signatures. This process is intended to have a quick turn around and may be submitted electronically.
4. Once the ramps are constructed, the contractor and the resident engineer/inspector must jointly complete the as-built inspection forms.
5. The construction of ADA curb ramps without formal District approval is not permitted.

COMPLIANT RAMP CRITERIA QUICK REFERENCE GUIDE

- Ramp Slope $\leq 8.3\%$
 - Landing/turning area slope $\leq 2\%$
 - Walkable flare slope $\leq 10\%$
 - Approach longitudinal sidewalk slopes $\leq 8.3\%$
 - 5% preferred, not required
 - Algebraic grade difference $\leq 11\%$
 - Cross slope of ramp $\leq 2\%$
 - Ramp cross slope at gutterline $\leq 2\%$
 - Triangular landing area (between DWS and curbline) $\leq 2\%$
 - Landings must be 4'X4'
 - Or 5'X5' if next to cheekwall and/or building on two sides or more sides (constrained)
 - Ramps and PAR (Pedestrian Access Route) must be at least 4' wide
 - DWS must be across entire area of depressed curb and touch back of curb on at least 1 corner of DWS material
 - Domes of DWS should align with ramp direction
 - Depressed curb must be FLUSH with adjacent street (NO lips)
 - Pedestrian push buttons must be within 10' reach of adjacent landing or sidewalk ramp
 - Post Construction TIFs will not be approved
- All designed features identified above are on Ramp Plans

Field books include design CS 4401 forms. You can use/reference these when completing the inspection CS 4401 forms for identifying ramp location/north direction/ramp numbers /ramp types, etc.

The second page of the CS 4401 form has a sketch of each typical ramp type.

Link to District 6-0 ADA Reference Guide:
<http://ftp.dot.state.pa.us/public/districts/District6/ADA-6-ADA-Policy-and-Guidance.pdf>

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ADA CURB RAMPS CONSTRUCTION, INSPECTION and APPROVAL PROCESS

After curb ramp designs are officially approved,

CONSTRUCTION:

- For any construction on private property, RE facilitates contact with any affected property owner for authorization to enter and completion of RW-397A form at the request of the Contractor or his designer and is accompanied to all such meetings by the designer.

- Construct Ramps
- Field Change
 - If required (due to unforeseen conditions), follow field change procedure for ramp re-design and approval (see inside).

INSPECTION:

- The inspector and contractor jointly inspect completed ramps as soon as possible after construction. (An instructional video illustrating ramp inspection is available from Bernie McGowen)
 - Approve or reject constructed ramp
 - Rejected ramps to be reconstructed
 - Reconstructed ramps inspected
 - The inspector and contractor jointly complete/fill out As-Built CS4401 Inspection Forms.
 - There will be no 'Construction TIFs'
 - RE or Contractor's Designer forwards completed, approved CS4401 inspection forms in excel format to Bernie McGowen
- APPROVAL:
- Bernie McGowen or one of his subcontractors will spot check approx 10% of ramps for each project for consistency and accuracy. If more than 10% fail the accuracy check, then ALL ramps will be subject to QA/QC follow-up inspections, so PROPER measurements are critical.
 - CS4401 forms (in Excel format) and any corresponding approved (signed) TIFs are then forwarded to PennDOT Central Office for Statewide ADA Ramp Inventory database