

ADA Curb Ramp Waiver Form

When existing physical conditions affect the feasibility of achieving full conformance with accessibility criteria in an alteration, the design/project engineer should determine what degree of usability can reasonably be achieved within the scope of the project.

Features that might contribute to the feasibility of certain accessibility features include:

- The existence of an underground structure, such as a utility vault, manhole, or sewer inlet.
- Geometric design of existing roadways, bridges, or tunnels constrained by structural elements.
- Differences in finished grade at curbside and elevations at existing building entrances at the back-of-sidewalk that may preclude compliance with cross slope provisions across the entire public sidewalk width.
- Existing fixed equipment, such as fire hydrants or street lighting located on a public sidewalk and connected to below-grade water, ground power, signal and similar distribution systems.

Waiver Submitted By:								
First Name	Zach		Email	zach.morman@stantec.com				
Last Name	Morman		Phone	(513) 824-6732	District	ODOT 08		
Project Information:								
PID	118484	CRS	HAM-CR358-0.94		Unique ADA Ramp ID		Ramp Type	A2
Proposed Modification				Project Development Plan (PDP) Phase				
No Change to Existing Ramp		[]		Planning		[]		
Alteration of Existing Ramp		[]		Design		[x]		
New Construction		[x]		Construction		[]		
ADA Ramp Conditions (PROWAG Values Shown):								
Ramp Slope % (Exist) 8.33% - 12:1		Ramp Slope % (Prop) 2% - 50:1	4.69%	Cross Slope (Exist) 2% - 50:1		Cross Slope % (Prop) 2% - 50:1	7.69%	
Ramp Width (Exist) 4' min.		Ramp Width (Prop) 4' min.	7'	Landing Length (Exist) 4' min.		Landing Length (Prop) 4' min.	5'	
Landing Width (Exist) 4' min.		Landing Width (Prop) 4' min.	5'	Landing Cross Slope (Exist) 2% - 50:1		Landing Cross Slope (Prop) 2% - 50:1	1.56%	
LT Flare Slope (Exist) 10% - 10:1		LT Flare Slope (Prop) 10% - 10:1		RT Flare Slope (Exist) 10% - 10:1		RT Flare Slope (Prop) 10% - 10:1		
Ramp Location:								
Project Scope:				Support for Deviation:				
Southwest corner of Clough Pike and Newtown Road				The ramp slope and the cross slope both exceed allowable ADA grades				