

Statewide ADA Ramp Data Key

Below is data fields appearing in the Statewide ADA Ramp layer. Required fields could change at any time, please reach out to the following contacts for any questions.

Contacts:

Technical Support/General Questions – [Reid Miller](#) – 971.301.3996

Project Management Questions – [Elizabeth Papadopoulos](#)

Fields List – Please note that Fields with **** ____ **** are required to be filled in.

| | |
|--|---|
| **ODOT Project ID** | Project identifying number could start with a K, M, or P . Please denote that if there is a parent/child key number that the child key number takes precedence. |
| **Project Name** | Name of the Project according to STIP-FP |
| **Project Type** | Type of the project includes STIP, Permit, Maintenance, or Other |
| **Design Team** | Engineering Firm or ODOT PM assigned to replace in design |
| **ODOT construction Contract #** | Contract number of project as it goes into construction phase |
| **Construction Oversight** | Engineering Firm or ODOT PM assigned to construction oversight |
| **Contractor** | Contractor replacing ADA Ramp |
| **Estimated Bid Date, if applicable** | Estimated bid date of project containing this point, if applicable |
| **Estimated Construction start** | Estimated date of construction starting on project containing this point, if applicable. Does not have to be point specific. |
| **Estimated construction completion** | Estimated project completion date, if known. |
| **Inspection Report Submitted** | Date that the inspection report was submitted for this ramp, please update if initial submittal is rejected. |
| **Settlement Status** | If ramp was part of settlement lawsuit. This is an inputted field based off of data from Traffic RDWY section, so before design please confer with ADA program for most current status. |
| **Remediation Status** | To show programmatically which points are completed. Please see designations for each field: Assigned – actively assigned to a project, Not Assigned – not assigned to any project, Complete – Passing inspection form has been sent in by the designated group, or N/A – Not sure of status, please add remarks in General comments field. |
| Year Remediated | Official year remediated from published RDWY data. Please confer with ADA program for most current status. |
| | |
| LOCATION | LOCATION |
| Route Number | State and Federal Highway assigned Number |
| Linear Reference Method Key | ODOT Assigned Highway Reference Number |
| City | City Limits / Unincorporated Area that a point is within |
| Cross Street Name | Name of intersecting roadway |
| MP | Intersection Milepost (center of intersection) on the highway. |
| Corner Position | Ramp corner number. This should start with first corner as MP are increasing on the right. See Exhibit A for numbering detail |
| Ramp Position | This is the ramp number. See Exhibit A for numbering detail. |

DESIGN CRITERIA

Classification

DESIGN CRITERIA

- 1 No construction needed - Fully compliant ramps (validation required) Physical constraint present which precludes ramp compliance (Design Exception (DE), crosswalk closure required)
- 2
- 3 Minor Construction Required
 - a. Missing truncated domes (validation required), not including addition of pedestrian push buttons (islands/ped refuge)
 - b. Asphalt grinding and patching (compliant ramp, validation required)
 - i. Counterslope > out of compliance
 - ii. Lip Height > out of compliance
 - c. Concrete grinding (curb running slope)
- 4 Minor ramp demolition/reconstruction required
 - a. Sufficient area for ramps and turn space exist
 - b. Slopes are within 3.5% of compliance (DE may be required)
 - c. Existing curb/curb and gutter can be used
 - i. Curb running slope (CRS) complies
 - ii. Curb in good condition
 - iii. Horizontal grinding can make CRS compliant
 - d. Physical Condition Rating of Good (G) or Fair (F)
 - e. Adjusting height or position of pushbutton without moving ped pole
- 5 Full demolition /reconstruction required within existing area
 - a. Physical condition rating of Poor (P)
 - b. Insufficient area for existing ramp type
 - i. Perpendicular ramp without turn space (e.g., convert to parallel)
 - ii. Perpendicular ramp with run slope > 8.3% (e.g., convert to combination)
 - c. Curb replacement around return and street work required
- 6 Full demolition /reconstruction required, additional ROW/permits needed
 - a. Existing concrete area cannot be made sufficient for new ramps or pedestrian push button clear space
 - b. Signals, pedestrian push buttons and other construction trigger additional work
 - c. Third-party impacts prevent expedient construction
 - i. Railroad Coordination/flagging required
 - ii. Utility Coordination/relocation required
 - iii. ROW resolution and acquisition required
- 7 Major Construction (bridge replacement, full intersection reconstruction) STIP work planned/to be planned
 - a. Coordinated with Region project in the future
 - b. Fixing cross walk cross-slopes
 - c. Corner radius changes/new ROW required
 - d. Re-grading for drainage improvements

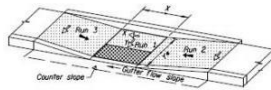
Ground Disturbance Likely

Yes (No Previous Ramp) – Ramp locations with no previous sidewalk ramp
Yes (Very Old Ramp) – Ramps believed to have possible contaminated soil under ramp. 1990 or older ramp construction.
No – No major ground disturbance expected below existing base rock under ramp. **Yes (Other Soil Disturbance)** – Locations with other expected soil exposure outside the current existing ramp.

Proposed Ramp Style

Parallel

See also Standard Drawings to assess provisions not shown: (inlets, alignment, etc.)



PARALLEL RAMP (PL)

- ▨ Pedestrian Access Route (to measure Clear Width)
- ▨ Detectable Warning Surface
- ↔ Cross Slope (2.0% max.)
- ↔ Running Slope (8.3% max.)
- ↔ Counter Slope (5.0% max.)
- ↔ Turning Space (X & Y) (2.0% max. / 4' x 4' min.)*
- * If constrained at back of walk, min. Y length is 5'.
- ↔ Gutter Flow Slope (as directed)

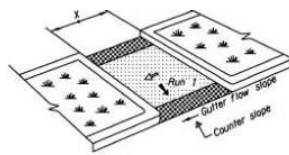
Perpendicular



PERPENDICULAR RAMP (PR)

- ▨ Pedestrian Access Route (to measure Clear Width)
- ▨ Detectable Warning Surface
- ↔ Cross Slope (2.0% max.)
- ↔ Running Slope (8.3% max.)
- ↔ Counter Slope (5.0% max.)
- ↔ Turning Space (X & Y) (2.0% max. / 4' x 4' min.)*
- * If constrained at back of walk, min. Y length is 5'.
- ↔ Gutter Flow Slope (as directed)

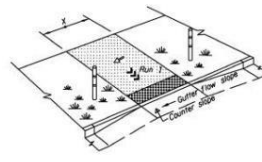
Cut-through



CUT THROUGH (CT)

- ▨ Pedestrian access route (To measure clear width)
- ▨ Detectable warning surface
- ↔ Cross slope
- ↔ Running slope
- ↔ Counter slope (5.0% finish grade max.)
- ↔ Gutter flow slope (as required)

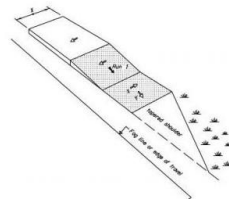
Blended Transition



BLENDED TRANSITION (BT)

- ▨ Pedestrian access route (To measure clear width)
- ▨ Detectable warning surface
- ↔ Cross slope (2.0% finish grade max.)
- ↔ Running slope (<5.0% finish grade max.) (If running slope ≥5.0%, this is a curb ramp, not a blended transition.)
- ↔ Counter slope (5.0% finish grade max.)
- ↔ Gutter flow slope (as required)
- Edge of Gutter Pan

End of Walk



- ▨ Pedestrian access route (To measure clear width)
- ↔ Cross slope (design to 1.5% max. to achieve 2.0% finish grade)
- ↔ Running slope (design to 7.5% max. to achieve 8.3% finish grade)
- ↔ Level area (X & Y) (design to 1.5% max. to achieve 2.0% finish grade / 4' x 4' min.)

Combo



COMBINATION RAMP (C)

- ▨ Pedestrian Access Route (to measure Clear Width)
- ▨ Detectable Warning Surface
- ↔ Cross Slope (2.0% max.)
- ↔ Running Slope (8.3% max.)
- ↔ Counter Slope (5.0% max.)
- ↔ Turning Space (X & Y) (2.0% max. / 4' x 4' min.)*
- * If constrained at back of walk, min. Y length is 5'.
- ↔ Gutter Flow Slope (as directed)

Unique



Other (See Notes) – When you choose these you must explain why and what issue you're trying to avoid/resolve.

Possible Closure – Select this if no ramp should be placed here. Such as at a crossing that is obstructed by median, wall, or other type of divided highway.

Anticipated Design Level **Standard Drawing** -The ODOT standard drawings can cover the corner and ramp detail and there is nothing abnormal to the ramp location.
Standard Detail - Small detail to aid in construction of the ramp off the standard drawings. Usually, a detail that could be standard to several ramps within a corridor.
Detail - This would be a more detail curb ramp design specific for this location only.
Full 3D design - This would be a very complex intersection and curb ramp design that has grade change and complex off right of way connections.

Survey Need **2D** - This would be a standard survey of the existing features needed to design a ramp.
3D - A location that requires a full 3D survey in order to design a compliant ramp layout.
ROW Only - This would be for anticipated ROW issues. See Construction Challenges/ROW Anticipated if this is needed.
None - Select this if no survey is needed, common for sections with previous ROW and ramp construction would be easy.

Existing Closure Paperwork **Approved** - Proper paperwork and closure has been completed and approved **Not Approved** - For locations with unapproved closure signs, missing closure paperwork.
Unknown - Used for locations where the status is unknown for sign placement or officially approved by ODOT.
None - Selected if none other apply

Sign and/or Barricade Required **Yes** - A sign and or barricade is needed at approved location
No - No sign or barricade is necessary
None - Not applicable to this location

TPAR Difficulty **Standard Drawing** - this would be selected if an ODOT Standard drawing can be used to detail the temporary pedestrian route.
Special Design - If additional details needed to aid in construction drawings.

Sidewalk Infill Opportunity **Yes** - If a short stretch of highway is missing short segment of sidewalk between ramps or sidewalk connections.

EXISTING CONDITIONS

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Existing Sidewalk Width (ft) Decimal feet adjacent to crossing location

Existing Sidewalk Clear Width (ft) The minimum clear path around unavoidable obstructions. I.e. building entrance steps, hydrant, utility pole, and/or different permanent feature preventing a full clear width of sidewalk.

Curb Height (in) Measured existing Inches measurement

Side St Gutter Slope (%) Measured existing percent slope if ramp enters side street

Side St Counter Slope (%) Measured existing percent slope if ramp enters side street

Hwy Gutter Slope (%) Measured existing percent slope if ramp enters Highway

Hwy Counter Slope (%) Measured existing percent slope if ramp enters Highway

Striping Type Select Continental / Parallel / Other or None (See Images Below)



Continental



Parallel



Other (Decorative)

POTENTIAL CONSTRUCTION CHALLENGES

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Catch Basin Near Ramp Construction
Inlet Relocation

Yes - if basin will be within construction limits.
No - if basin will **NOT** be impacted within construction limits.

Public Agency Sign Qty

The number of public ODOT or Local Agency street signs affected with ramp replacement - temporary and permanent. (This was the number or sign post(s) relocated)

Private Sign Qty

The number of private business signs affected with ramp replacement - temporary and permanent. This would require coordination with adjacent owner.

ROW Need Anticipated

Yes/No - if ramp is outside existing - estimated using best judgement, IE: utility poles, buildings, fences as ROW reference.
More information required - Used if unable to estimate in the field

ROW Clearance

The distance if known (based on existing retracement) between the back of the existing sidewalk and the resolved right-of-way.

Construction Easement Need Anticipated

Yes/No - if forms, equipment or other construction activity may need to go outside the existing ROW.
More information required - Used if unable to estimate in the field

Drainage Conflict Anticipated

Yes/No - if the new ramp could create a drainage conflict with puddling or disturb natural drainage flow at corner. Or existing puddling is apparent at the ramp.

Utility Conflict Anticipated

Yes/No - A utility within the ramp limits is anticipated to be in conflict with the new construction.

Utility Work

Describe the impacted utilities here.

Haz Mat Pole Relocation Likely Pole

Yes/No - A wood pole may need to be moved.

Number Within Corner Limits

The pole number for poles located within the corner limits

Driveway Access Conflict Anticipated

Yes/No - The new ramp is anticipated to impact any existing driveway access during construction.

Building Entrance Impact

Yes/No - The new ramp is anticipated to affect a business walkway and/or doorway entrance during construction.

SITE FEATURES

RR Proximity

SITE FEATURES

- >500' further than this away
- 250'-500'
- <250' away
- None - Not within site distance of a railroad

| | |
|--|---|
| RR Signal Impact | Yes/No - if signal is within curb ramp construction |
| RR Crossing Impact | Yes/No - if you are within the crossing legends section of a railroad |
| Guardrail Impact | Yes/No - The new ramp is anticipated to require guardrail work in construction. |
| Bridge Impact | Yes/No - A bridge is located within the construction limits of ramp replacement |
| Wall/Building Impacts | Yes/No - Ramp construction is anticipated to impact a wall or building. |
| Potential Parking Impact | Yes/No - A vehicle on street parking space is may be impacted due to the new ramp. |
| Potential Parking Statute Correction | Yes/No - Existing on street parking is permitted within 20' of the existing ramp and will be corrected with the new ramp. |
| Potential Hist Archeological Impact | Yes/No - Potential historic features such as, older buildings , railing, fountains, art , statues, etc may be impacted with construction of a new ramp. |
| Year Built | Information pulled from County GIS of recorded year structures were built on nearest adjacent property to the corner. |
| Historic Archeological Notes | Described potential historic features. |
| Environmental Justice (Community Impacts) | Yes/No - Anything observed that would impact a neighborhood - this would clue of obvious minority owned businesses, hospitals, schools, church, and daycares, etc. Known districts that have potential impacts to community relations. Also Refer to Community Impacts Layer and points value for specific impacts coding. |
| Environmental Justice (Community Impacts) Notes | Notes of what is observed if yes above. |
| Haz Mat (DEQ) | Yes/No - Hazardous mitigation or further investigation at site could impact ramp construction. |
| Haz Mat_Notes | Notes from Haz Mat findings with report number |
| Transit Stop Impact | Yes/No - Site construction could impact transit stop. Please refer to Transit Stop Layer that maps out transit stop locations for additional added locations after assessment. Refer to Transit Stop Layer. |
| Blueprint for Urban Design Likely Triggered | Yes/No - Routes of impacted Urban design trigger special design features in ramp design. Refer to GIS layer for specific section impact. |



| | |
|----------------------------------|---|
| Urban Design Observations | Information on special signs, texturing of concrete, brick design element, or other special designs. |
| Mobility | ODOT Over dimension and ODOT Mobility Freight Route Designations. Restricted Vehicle Corridor (RVC) designations listed in GIS Layer. |

ENVIROMENTAL**Environmental Impact****Environmental Notes****Wetlands Present****Waters (Ditch,Stream, Etc.)****Vegetation (Bird Habitat)****Threatened and Endangered Species Habitat****Fish Habitat****4F or 6F Resources (Parks, Etc.)****ENVIROMENTAL FEATURES**

Yes/No – Does a ramp have an affected environmental impact below. Description of environmental impacts here.

Yes/No - wetlands are adjacent to the corner.

Yes/No – evidence of standing ditch water, designated stream, or seasonal water found near ramp site.

Yes/No – Vegetation removal expected at site that could potentially be affected by bird nesting periods.

Yes/No – Are possible ESA or threatened species in the area affected.

Yes/No – Are fish habitat along with ESA fish species affected.

Yes/No – Are park resources needed to be removed for construction purposes.

SIGNALS**Signalized Intersection****Audible Type****Facility Geometry****Control Type****Power Source****Signal Pole****Detector Loop Impact****Add Wire/Conduit****Junction Box****Controller Cabinet****DE Behind Guardrail****DE Extender****DE PB on Signal Pole****Ped Pole****PB Post****Ped Head****Push Button****Terminal Cabinet****Distance Between Pushbuttons****SIGNALS**

Yes/No – if ramp exists at a signalized intersection or mid-block crossing.

Percussive Tone / Speech Message / None – Refers to the pushbutton type.

Mid-Block - crossing not at a intersection
Intersection – crossing at intersecting roadway or private development

Full Signal / RRFB / Pedestrian Hybrid Beacon / Other Type Beacon / None

Direct Power / Solar

Add New / Existing (No Impact) / Existing (Adjust) / Existing (Relocate) / None

Yes/No – When construction work impacts the loops in the asphalt.

Yes/No – If anything needs to move which would add additional wire.

Add New / Existing (No Impact) / Existing (Adjust) / Existing (Relocate) / None

Add New / Existing (No Impact) / Existing (Adjust) / Existing (Relocate) / None

Yes/No – If pushbutton is mounted behind guardrail this will require Design Exception.

Yes/No – If pushbutton is mounted more than 10" and extension or extender can be approved via Design Exception.

Yes/No – If pushbutton is mounted on signal pole this can be approved via design exception.

Add New / Existing (No Impact) / Existing (Adjust) / Existing (Relocate) / None

Add New / Existing (No Impact) / Existing (Adjust) / Existing (Relocate) / None

Add New / Existing (No Impact) / Existing (Adjust) / Existing (Relocate) / None

Add New / Existing (No Impact) / Existing (Adjust) / Existing (Relocate) / Radar Detection / None

Yes/No – cabinet on pole needs to be relocated, usually part of a pole change.

<10' or >10' – distance between pushbuttons at ramps at a corner.

| | |
|----------------------------------|---|
| ADA Compliant Pushbuttons | Yes/No – pushbutton meet current ODOT ADA standards. Enter |
| Pushbutton Height | Inches |
| Horizontal Reach | <10”, >10” – Horizontal distance to reach and push the button from the landing. |
| Countdown | Yes/No – The countdown feature of the pedestrian head. “See Ped Head” above. |
| Signal Repairs | Major – Pole movement, terminal cabinet, junction box replacements. (High Dollar) Minor – Adjustments to Ped Push Buttons, minor alignment adjustment (Low Dollar) None – Nothing moving (Minimal Low cost negligible maintenance costs) |
| Signal Comments | Notes for future design or construction of signal work |

OTHER INFORMATION

OTHER INFORMATION

| | |
|---|--|
| General Notes | Text Field for anything needing further clarification about the ramp – 250 character max. |
| Link to Google Maps | Direct Link to Google Street view, if available. |
| Link_Photo_Front | Link to field photo taken of ramp from front. |
| Link_Photo_Additional 1-3 | Additional links to field photos taken of ramp limits. Potential unique features. |
| Link_Photo_Potential_Historic_Features | Link to field photo showing potential historic feature. |
| Link_Photo_Utility_Features 1-5 | Links to field photos showing utility features within the ramp limits. |
| Photo Errors | Text field to call out any photo errors within the above links – 150 character max. |
| Photo Notes | Text field to further clarify any photo element about the ramp or ramp limit – 250 character max. |
| Created_date | Date of point creation. |
| Created_user | User that created point. |
| QC_Status | Status of QC for partners assigned to take a second look. |
| QCd_By | Name of person doing the QC. |
| QC_Notes | Text field for QC assigned person to add input about a particular point |
| Audited_Date | Date of point audited . |
| Audited_By | Name of person assigned to audit point. |
| Audit_Status_History | Historically last audited. |
| Audit_Status_Yesterday | Not really sure here.... |
| last_edited_date | Last edited date of the point. |
| last_edited_user | Last edited user of the point. |
| OBJECTID | Prepopulated unique number assigned in all ArcGIS products. |
| Evri_Number | Unique GIS Reference code given to each point. This number is auto-populated by Evri to help with technical support. |

GlobalID A field of type UUID (Universal Unique Identifier) in which values are automatically assigned by the geodatabase when a row is created. The GlobalID field is necessary for maintaining object uniqueness across replicas. All feature classes and tables participating in one-way or two-way replication must contain the GlobalID field. This field is not editable and is automatically populated when it is added for existing data.

POINT_X

Latitude

POINT_Y

Longitude

Shape

The characteristic appearance or visible form of a geographic object as represented on a map. A GIS uses points, lines, and polygons to represent the shapes of geographic objects.

Join_Code

Auto-populated field used to create a unique location identifier for ADAPU

Data_Coordinator_Notes

Text field for ADAPU data coordinator