

**APPENDIX D**  
**ADA DATA ABBEVIATIONS/DEFINITIONS**

## ABBREVIATIONS/DEFINITIONS

The following legend describes the terms and abbreviations used in the transition plan.

*Location Priority* – A ranking High, Medium, or Low based on proximity to land uses as described on page 13 of the document.

*Severe? (Y/N)* – This refers to the severity of a barrier as described on page 13 of the document.

*Route* – This refers to the route or street where the data was collected.

*Postmile* – This refers to the location of the data point from the start of the route, measured in feet.

### CURB RAMPS

*Intersection Corner* - Refers to location:

- NW = Northwest
- NE = Northeast
- SW = Southwest
- SE = Southeast

*Ramp Type* - This refers to the type of curb ramp either regular or parallel.

Missing = No curb ramp.

Regular = Any ramp that is not a parallel curb ramp.

Parallel = A parallel curb ramp has two ramp sections leading down to a bottom level landing.

*Signalized Intersection* - This refers to whether there is a signal at the corner location of the curb ramp.

*Button Type* - This refers to the size of the pedestrian button. There is either a compliant “2 Inch” diameter pedestrian button or an “Older” type which is less than 2 inches in diameter.

*Button Level* – A landing area adjacent to the button must be level (less than 2% cross slope).

*Button Too High* – The pedestrian button must be less than 48 inches high.

*Button Out of Reach* – If the pedestrian button reach is unobstructed and the clear floor space allows a parallel approach then the pedestrian button shall be a maximum of 48 inches high with a maximum 10 inch deep reach.

If the pedestrian button reach is obstructed and the clear floor space allows a parallel approach then the pedestrian button shall be located at these various heights depending upon the reach depth:

- a maximum 48” high with a maximum 10” deep reach
- a maximum 46” high with a maximum 24” deep reach
- a maximum 34” high with a maximum 24” deep reach

*Audible Signal* – This refers to whether or not the signal is equipped with Accessible Pedestrian Signals (APS) a signal device that audibly cues a visually impaired pedestrian of the walk cycle.

*Flush Transition* – The transition from the adjoining street where the street (usually the gutter) meets the base of the curb ramp shall be flush and free of abrupt changes.

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*Detectable Warning* – Detectable Warnings are a configuration of raised truncated domes that are placed on the surface of a ramp, which provide a tactile cue to visually impaired pedestrians that they are entering or exiting a vehicular area.

*Terminates in Crosswalk* – If the curb ramp is diagonal and has flared sides, the terminus shall be located within the marked crossing.

*Straight Curb* – If the curb ramp is diagonal and has flared sides, it shall also have at least a 24” long segment of straight curb located on each side of the curb ramp and within the marked crossing.

*Top landing* – This refers to a level landing at the top of the ramp.

*Ramp Slope* – This refers to the slope of the main body of the ramp, not the slope of the flared sides of the ramp that are not considered to be part of the walking surface. The maximum slope allowed for a curb ramp is 8.33%.

*Ramp Cross Slope* – This refers to the cross slope of the main body of the ramp, not the slope of the flared sides of the ramp that are not considered to be part of the walking surface. The maximum cross slope allowed for an accessible route is 2%.

*Right Flare Slope* (facing the curb ramp) – This refers to the slope of the right flared side of the ramp that is not considered to be part of the walking surface. The maximum slope allowed for a flared side is 10%.

*Left Flare Slope* (facing the curb ramp) – This refers to the slope of the left flared side of the ramp that is not considered to be part of the walking surface. The maximum slope allowed for a flared side is 10%.

*Gutter Slope + Ramp Slope* – This refers to the combination slope of the curb ramp and the gutter. The maximum combination slope allowed by federal guidelines is 13.3%.

*Landing Slope* – A level landing with a maximum slope of 2% is required at the top of a Regular curb ramp and at the bottom of a Parallel curb ramp.

*Landing Cross Slope* – A level landing with a maximum cross slope of 2% is required at the top of a Regular curb ramp and at the bottom of a Parallel curb ramp.

*Right Slope* (facing the curb ramp) – This refers to the slope of the right ramp of a Parallel curb ramp. The maximum slope allowed is 8.33%.

*Right Cross Slope* (facing the curb ramp) – This refers to the cross slope of the right ramp of a Parallel curb ramp. The maximum cross slope allowed is 2%.

*Left Slope* (facing the curb ramp) – This refers to the slope of the left ramp of a Parallel curb ramp. The maximum slope allowed is 8.33%.

*Left Cross Slope* (facing the curb ramp) – This refers to the cross slope of the left ramp of a Parallel curb ramp. The maximum cross slope allowed is 2%.

*Other* – This refers to miscellaneous conditions of the curb ramps.

*Compliant* – This refers to whether the element complies with all the requirements.

## DRIVEWAYS

*Driveway Type* – This refers to the type of facility the driveway serves, either commercial or residential.

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*Driveway Cross Slope* - This refers to the slope of the sidewalk perpendicular to the direction of pedestrian traffic. The maximum cross slope allowed is 2%.

*Sufficient Width* – This refers to an accessible route through or around the driveway with a minimum of width of 36 inches.

*Right Slope* (facing the driveway from the street) – This refers to the slope of the right flared side of the driveway.

*Left Slope* (facing the driveway from the street) – This refers to the slope of the left flared side of the driveway.

*Compliant* – This refers to whether the element complies with all the requirements.

### TRANSIT STOPS

*Bus Shelter* – This refers to a covered area where passengers can wait for the bus to arrive.

*Wheelchair Seating* – This refers to a wheelchair seating area that has a minimum 30" x 48" clear floor space located within the shelter.

*Wheelchair Landing* – This refers to the landing area where a bus can stop and deploy a lift or ramp. This landing shall be a minimum of 96 inches deep by 60 inches wide. The depth shall be measured from the curb or vehicle roadway edge and the width shall be measured parallel to the vehicle roadway edge.

*Landing Slope* – The wheelchair landing shall have a maximum cross slope of 2%.

*Other* – This refers to miscellaneous conditions of the transit stop.

*Compliant* – This refers to whether the element complies with all the requirements.

### SIDEWALK OBSTRUCTIONS

*Obstruction Type* – This describes the type of obstruction such as vegetation, sign poles, utility poles, street furniture, newspaper racks, bus shelters, etc.

*Protruding Object* – This refers to vegetation, sign poles, utility poles, street furniture, news racks, bus shelters, etc., that project over the sidewalk. Protruding objects that do not have a cane detectable barrier underneath are a hazard for visually impaired pedestrians.

*Overhanging Object* – This refers to plants or tree limbs growing into the sidewalk area that either reduce the clear width to less than the required 36" minimum or overhang at a height less than 80". This also refers to a guy wire used to support a utility pole that is strung in a manner where it is tied at an angle.

*Other* – This refers to miscellaneous conditions of the right-of-way.

*Change in Level* – This refers to a vertical change in the travel surface such as a pot hole, uneven sidewalk panels, utility cover, tree well, etc. A vertical change in the travel surface shall not exceed ½ inch.

*Horizontal Gap* – This refers to a horizontal obstruction to the travel surface change such as a pot hole, pavement crack, utility cover, tree well, etc. A horizontal obstruction to the travel surface shall not exceed ½ inch.