ADA TECHNICAL INFEASIBILITY FORM
revised 06/2020

This form is used to document curb ramps on MaineDOT highways that cannot comply with current standards. Nonstandard curb ramps may be identified during preliminary design, final design, or construction. A separate form must be completed for each non-compliant curb ramp. Instructions for completing the form are included on Page 3 of this form, titled "Instructions for ADA Technical Infeasibility Form"

PROJECT AND LOCATION INFORMATION

PROJECT NAME:		WIN:	
PROJECT SCOPE:		SUBMITTED BY:	
PROGRAM:		DATE:	
CURB RAMP ID:			

LOCATION: (provide intersecting roadway names, quadrant, node, and any other information necessary)

REASON FULL COMPLIANCE IS INFEASIBLE: (check appropriate category and provide explanation)

Structural (Bridge beams, buildings, basements, foundations, etc.)

Utilities (Project scope would not otherwise require utility relocation)

Historic Feature (Historic buildings, districts, monuments, etc.)

Steep Existing Grades (Profile grade exceeds ramp running slope or cross slope max.)

Right of Way (Project scope would not otherwise require Right of Way)

Drainage

Other

CURB RAMP ELEMENT NON-COMPLIANCE CHECKLIST: (complete for each non-compliant element)

CURB RAMP ELEMENT	STANDARD	PROPOSED LEVEL OF COMPLIANCE
☐ Running Slope	Max. 8.33% (1:12)	
☐ Cross Slope	Max. 2% (1:50)	
☐ Clear Width	Min. 4 feet	
☐ Counter Slope	Max. 5% (1:20) (Adjacent surface flush with ramp)	
☐ Flared Sides	Max. 10% (1:10)	
☐ Turning Space (may include detectable warnings)	Min. 4 feet by 4 feet (Max. 2% (1:50) in any direction)	
☐ Clear Space	Min. 4 feet by 4 feet	
☐ Detectable Warnings	Req'd at traffic controlled inter-sections and mid-block crossings.	

FUTURE CONSIDERATIONS

☐ This facility could not be made compliant **within the scope of the project** but it should be placed on the ADA Transition Plan to be made compliant in the future.

☐ The constraints causing the curb ramp to be non-compliant are not a condition of project scope. It cannot be made compliant.

APPROVAL AND FILING

This form should be submitted to the appropriate Program Manager or Region Manager and the Title II ADA Coordinator. Approval may be granted at the program or region level or forwarded to the Engineering Council for further review.

APPROVAL: _____ DATE: _____

APPROVAL: _____ DATE: _____

INSTRUCTIONS FOR ADA TECHNICAL INFEASIBILITY FORM

PROJECT AND LOCATION INFORMATION

Project Name: Name of project in the work plan
WIN: MaineDOT Work Identification Number
Project Scope: Type of project i.e. "mill and fill" or "intersection safety improvements"
Submitted By: Name of the person submitting the form
Program: i.e. Highway, Bridge, Multimodal
Date: Date that the form was submitted
Curb Ramp ID: Most curb ramps have been identified as assets on Map Viewer. Identify the curb ramp by number if available. If there is no curb ramp listed at that location enter N/A.

LOCATION

Provide a location for the ramp, if none exists in the data or if you are adding a new curb ramp. Please put as much information as possible. Intersection, Lat/Long coordinates, orientation, etc.

REASONS FULL COMPLIANCE IS INFEASIBLE

The 2011 PROWAG "recognize[s] that it is not always possible for altered elements, spaces, or facilities to fully comply with new construction requirements because of existing physical constraints. Where existing physical constraints make it impracticable for altered elements, spaces, or facilities to fully comply with the requirements for new construction, compliance is required to the extent feasible within the scope of the project. "

Structural: Existing structures may limit the ability to adjust grade to comply with maximum accessible slopes. For example, the elevation of a ramp crossing over the top of an existing physical or natural structure will need to be higher than the elevation of the structure. This "fixed" elevation may necessitate a curb ramp slope exceeding the maximum compliant slope.

Utilities: Utility infrastructure both above and below ground will often impact the ability to reach curb ramp compliance. Relocating utilities may be outside the project scope (LCP or CPR project.)

Historic Features: It may not be possible to build a fully compliant facility without negatively affecting the existence or integrity of an historic feature. For example, if replacing a non-compliant curb ramp with a ramp that must be extended to meet slope would require the removal of an historic stone retaining wall, the extended the curb ramp would not need to meet compliance, but slope should be met to the maximum extent feasible.

Steep Existing Grades: Existing grade may be too steep or grade separations too great to comply with the maximum slopes. A curb ramp should not exceed 15 feet to meet the maximum 8.3% slope requirements. If a compliant ramp cannot be furnished with the available space, a ramp with the minimum practical slope should be installed.

Right of Way: If adequate public right-of-way cannot be acquired, permission to access private property is not granted by a property owner to construct a facility, or if acquiring property is outside the scope of the project, it may not be possible to achieve full compliance.

Drainage: Standing or frozen water can make a facility inaccessible, unsafe and prone to faster deterioration. If the maximum compliant slope of a curb ramp is not adequate to drain in certain conditions or will impede the drainage of an area, a slope exceeding the maximum may be necessary. If building a fully compliant ramp necessitates moving a closed drainage structure and it is beyond the project scope it should be noted.

Other: There may be unique situations found that should be noted. Please refer to above definitions as much as possible.

CURB RAMP NON-COMPLIANCE CHECK LIST

The Curb Ramp Non-Compliance Check List contains **curb ramp elements** that require compliance, the ADA or MaineDOT **Standards** that determine compliance and the **proposed level of compliance** that should reflect the level that was achieved to the maximum extent feasible. For example, if a counter slope could only be reduced to a 6% slope than the proposed level of compliance should state the level that was achieved (6%). The ramp may have more than one element that is not compliant.

FUTURE CONSIDERATIONS

If the curb ramp cannot be made compliant within the scope of the project, but should and could be made compliant in future projects, it should be on the MaineDOT ADA Transition Plan to be made compliant in the future. Check the first check box. For instance, if the project scope was a CPR and a curb ramp could have been made compliant with right-of-way acquisition it will need to be addressed in the future.

If the constraint(s) causing the facility to be noncompliant are not a condition of project scope, and cannot be made compliant in the foreseeable future, check the second box. For example, if a curb ramp's running slope exceeds the maximum compliant slope because there is inadequate space between the curb and a building, the constraint is unlikely to change in the foreseeable future.

APPROVAL AND FILING

If an element does not meet ADA minimum standards, submit an ADA Statement of Technical Infeasibility request to the appropriate Program Manager or Region Engineer and the Title II ADA Coordinator. Approval may be granted at the program level, by region or forwarded to the Engineering Council for further review. A completed and approved form should be sent to the ADA Coordinator.