



CONNECTICUT DEPARTMENT OF TRANSPORTATION

TECHNICAL INFEASIBILITY FORM

This form is used to document pedestrian facilities within State right-of-way or State projects that cannot comply with current standards. See pages 3-9 for instructions, and pages 10-13 to identify applicable standards and any non-compliant elements for a facility. The non-standard facilities may be identified and justified during preliminary design, final design, or construction.

THIS FORM HAS BEEN UPDATED FOR PROWAG 2023 FINAL RULE.

A SEPARATE FORM MUST BE COMPLETED FOR EACH NON-COMPLIANT FACILITY.

Questions can be directed to CTDOT ADA Engineering Coordination Unit, DOT.ADATransitionPlan@ct.gov

1. Project & Non-standard Facility Location Information

City / Town: _____ District: _____ Road / Highway: _____

Intersecting Road / Highway: _____ Intersection Number: _____

Project Number: _____ Project Scope Type: _____

Project Funding Source: _____ Project Description: _____

Route Mileage Location: Linear Feature (e.g. sidewalk): Milepost from: _____ to: _____

Point Feature (e.g. curb ramp): Milepost: _____

GIS Information: Linear Feature (e.g. sidewalk): from Latitude: _____ Longitude: _____

Use 6 decimal places to Latitude: _____ Longitude: _____

(e.g. 41.712570) Point Feature (e.g. curb ramp): Latitude: _____ Longitude: _____

Location Description:

2. Project & Non-standard Facility Location Information

Select the non-standard facility the form is intended for.

(A separate form must be completed for each non-compliant facility)

Curb Ramp / Blended Transition / Landing	Accessible Parking	Shared Use Path
Sidewalk / Pedestrian Access Route	Pedestrian Signal	Transit (Bus) Stops / Shelters
Detectable Warning Surface	Surface	Pedestrian At-Grade Rail Crossing
Crosswalk (Pedestrian Street Crossing)	Railing	Other: _____

Describe any non-compliant element(s) within the non-standard facility:

Element Type (e.g., Width):	PROWAG Requirement Value (e.g., 48"):	Achievable Value (e.g., 44"):	PROWAG Exception (if applicable) (e.g. R304.2.1):
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

ADA Technical Infeasibility Form

3. Justification for Non-compliant Elements

Design Constraints or Reasons for Technical Infeasibility (Check all that apply)

(*For additional information, see page 5)

Underlying Terrain

Underground Structures

Adjacent Developed Facilities

Drainage

Presence of a Significant Natural Feature
(PROOF OF NATURAL SIGNIFICANCE REQUIRED)*

Presence of a Significant Historic Feature
(PROOF OF HISTORICAL SIGNIFICANCE REQUIRED)*

Other: _____

Design Alternatives (If more space is needed for justification, attach additional pages)

Alternative Selection
(Check One)

Design Alternative

Selection Justification

4. Supporting Information

Supporting Information Attached - Number of Pages: _____

No Supporting Information

Complete Streets Exemption Attached (if Required)

5. Approval and Concurrence

Form Prepared by: _____ Date: _____

Title: _____ Agency / Unit / Firm: _____

Email: _____ Phone: _____

Approval Signature: _____ Date: _____

Title: _____ Agency / Unit / Firm: _____

Concurrence Signature: _____ Date: _____

Title: _____ Agency / Unit / Firm: _____

TO BE COMPLETED BY THE CTDOT ADA ENGINEERING COORDINATION UNIT

This facility could not be made compliant within the scope of the current project, but should be placed on the ADA Transition Plan to be made compliant under a future project.

*The constraints causing this facility to be non-compliant are not a condition of project scope.
It can not be made compliant in the foreseeable future.*

6. Acceptance

Accepted Declined with Comments: _____

Signature: _____ Date: _____

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Introduction & Background

The Technical Infeasibility Form (TIF) is required for any pedestrian facility with a non-standard element which does not satisfy the Public Right-of-Way Accessibility Guidelines (PROWAG) requirements. The TIF needs to be properly documented, approved and accepted for any location on CTDOT State property, State maintained roadways, or projects receiving federal or state funding.

The TIF should be filled out as soon as a non-standard element is identified, whether in design, construction or permitting. This document provides instructions for completing the "ADA Technical Infeasibility Form (TIF)." For additional information on the ADA & PROWAG requirements, please visit the US Access Board: <https://www.access-board.gov/prowag/>. For guidance on who is responsible for filling out the form and the approval process, please see page 9.

For TIF and ADA related questions please contact the CTDOT ADA Engineering Coordination Unit: DOT.ADATransitionPlan@ct.gov

CTDOT Maintenance, Traffic Operations & External Projects

(External CTDOT design or construction through encroachment permit, no State Project Number, etc.)

Locations without a State Project Number or Compass site, shall submit form via email as an attachment sent to DOT.ADATransitionPlan@ct.gov

File Naming Convention:

Municipality Code, "TIF," Intersection Number or Street Names, Cardinal Direction, Pedestrian Facility

Municipality codes can be found on page 16.

*Example: 000 TIF 000-000 NW Curb Ramp **OR** 000 TIF Jane St at John St NW Curb Ramp*

Internal CTDOT Projects

The party responsible shall create the Technical Infeasibility Form(s) and upload it to Compass. For reviews, the initiating party will invite necessary parties for review. The ADA Engineering Coordination Unit is responsible for the final review once signatures have been added to the form(s). Internal projects shall follow Compass workflow for submission.

File Naming Convention:

Full Project Number, "TIF," Intersection Number, Cardinal Direction, Pedestrian Facility

Example: 0000-0000 TIF 000-000 NW Curb Ramp

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1. Project and Facility Location Information

Project Number: CTDOT project number (e.g., 0000-0000 or Town project with its project number).

Project Scope Type: (e.g., preservation, 3R (resurfacing, restoration, and rehabilitation), new construction, etc.).

Project Name/Description: Name of project. (e.g., "Route 9 Pedestrian Improvement Project," "Pavement Preservation" or "Encroachment Permit for ...," etc.).

Road/Highway: If it's on state highway, provide state route number.

Side of Road or Intersection: Choose the direction that best reflects the location of the facility in relation to the road or center of the intersection.

Intersecting Road/Highway: This is applicable if the pedestrian facility is located on or near a corner. If there is no intersecting road or highway, enter "N/A."

Intersection No.: If applicable, enter CTDOT Intersection Number (e.g., 000-000).

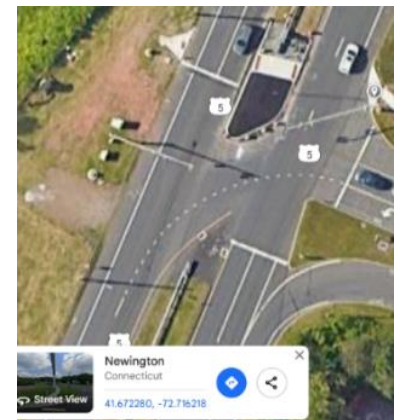
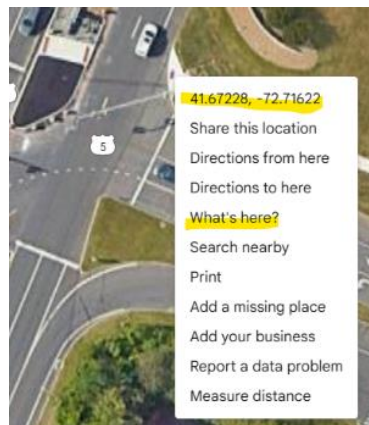
Route Mileage Location: Enter State Route milepost with accuracy to 2 decimal places.

GIS Information: Enter location coordinates as latitude (Lat.) and longitude (Long.) with accuracy to 6 decimal places.

Linear Feature: This requires a starting location and an ending location to identify the feature (e.g., a section of the sidewalk or bridge).

Point Feature: This requires only one location point to identify the feature (e.g., curb ramps, crosswalks or landings).

Coordinates can be found by using Google Maps or other reputable sources (*Example photos using Google Maps: right click a point on map and select "What's Here?"*)



Additional Information for Project/Location Description: This field is optional and may be used to provide additional information to pinpoint the location of a facility. For instance, if there are two curb ramps in one corner that are in proximity to each other, it may be necessary to distinguish them with a description.

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2. Non-standard Facility

For projects with multiple non-compliant facilities, a separate form must be completed. Select only the type of non-standard pedestrian facility that is within the scope of the improvement. The following definitions are provided for clarification on some of the facility selections noted on form.

For additional information and definitions please refer to the US Access Public Right-of-Way Accessibility Guidelines (PROWAG) <https://www.access-board.gov/prowag/complete.html#r104-definitions>

Accessible Parking - Accessible parking refers to designated parking spaces that are specifically designed for people with disabilities. These reserved parking spaces can refer to a parking lot or on-street parking and include parallel, angled or perpendicular parking spaces.

Blended Transition - A wraparound connection at a corner, or a flush connection where there is no curb to cut through, other than a curb ramp.

Crosswalk (Pedestrian Street Crossing) – That part of a roadway that is located at an intersection included within the connections of the lateral lines of the pedestrian circulation paths on opposite sides of the highway measured from the curbs, or in the absence of curbs, from the edges of the traversable roadway, and in the absence of a pedestrian circulation path on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the pedestrian circulation path at right angles to the center line; or at any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by pavement marking lines on the surface. Crosswalks at intersections may be marked or unmarked.

Curb Ramp - A sloped connection that is cut through or built up to a curb. Curb ramps may be perpendicular or parallel to the curb or to the street they serve or be a combination thereof.

Detectable Warning Surface - A standardized surface feature built in or applied to pedestrian circulation paths and other pedestrian facilities to warn of hazards.

Pedestrian At-Grade Rail Crossing - A location where a pedestrian access route, such as a sidewalk or path, crosses a railway track on the same grade level as the ground.

Pedestrian Signal - A device that communicates information about pedestrian signal timing in non-visual formats such as audible tones or speech messages, and vibrating surfaces.

Railing - A rail to be grasped by the hand for support or a barrier consisting of a rail and supports.

Shared Use Path - A multi-use path designed primarily for use by bicyclists, pedestrians, and other authorized motorized and non-motorized users, for transportation purposes, and that may also be used for recreation. Shared use paths are physically separated from motor vehicle traffic by an open space or barrier and are either within the highway or other public right-of-way.

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Sidewalk/Pedestrian Access Route - An accessible, continuous, and unobstructed path of travel for use by pedestrians with disabilities within a pedestrian circulation path.

Surface - This is the surface area of sidewalks and other pedestrian circulation paths, pedestrian street crossings, at-grade rail crossings, pedestrian structures, curb ramps, and blended transitions.

Transit (Bus) Shelter - A structure provided at a transit stop to provide passengers protection from the weather.

Transit (Bus) Stop - An area that is designated for passengers to board or alight from buses, rail cars, and other transportation vehicles that operate on a fixed route or scheduled route, including bus stops and boarding platforms.

Any non-compliant elements for a single facility shall be listed. Additional non-compliant elements for a single non-compliant facility can be attached to form(s). Compliance standards can be found on table "Critical Elements for the Design, Layout, and Acceptance of Pedestrian Facilities." In PROWAG, there are a few allowable exceptions that have also been listed in this document; examples can be found on page 15. Any PROWAG exceptions need to be documented on TIF for record keeping. For questions regarding these exceptions, please contact the ADA Engineering Coordination Unit.

Describing the non-compliant element within the non-standard facility:

Element	PROWAG Requirement Value	Achievable Value	PROWAG Exception
The Critical Element of the facility that will not meet the standard.	The standard limit measurement or dimension for the element to be compliant.	The closest to standard limit measurement or dimension that can be achieved within the project's scope and constraints.	The exception number noted in PROWAG to exceed the compliant value

Example:

Element	PROWAG Requirement Value	Achievable Value	PROWAG Exception
Curb Ramp Width	48"	44"	-
Curb Ramp Running Slope	8.33%	9%	R304.2.1

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3. Justification for Non-Compliant Element(s)

Design Constraints or Reasons for Technical Infeasibility

Select all fields that apply to non-standard location for design constraints or reasons for technical infeasibility. As outlined in the 2023 Final Rule of PROWAG section R202.3 Existing Physical Constraints, existing physical constraints include, but are not limited to, underlying terrain, underground structures, adjacent *developed* facilities, drainage, or the presence of a significant natural or historic feature.” And as outlined in section R202.5 Alterations to Qualified Historic Facilities, “Where the State Historic Preservation Officer or Advisory Council on Historic Preservation determines that compliance with an applicable requirement of these guidelines would threaten or destroy the historic significance of a qualified historic building or facility, compliance with that requirement is required to the maximum extent feasible without threatening or destroying the historic significance of the qualified historic building or facility.”

a. Underlying Terrain

Existing grade separations may be too steep, or grade separations too great for pedestrian facilities to comply with maximum slopes. *(For example, a pedestrian path intended to replace a set of stairs on a steep natural grade may not be able to achieve the maximum 8.3% running slope without extensive grading and negative impacts to adjacent properties. If a compliant ramp or sidewalk cannot be furnished within the available space, a facility with the minimum practicable slope should be installed.)*

b. Underground Structures

Existing underground structures may limit the ability to adjust grades to comply with maximum accessible slopes. *(For example, the elevation of a sidewalk crossing over the top of an existing utility vault will be fixed above the top of the vault. This "fixed" elevation may necessitate a sidewalk slope exceeding the maximum compliant slope.)*

c. Adjacent Developed Facilities

Existing facilities may introduce constraints that cannot be addressed in a practical manner. *(For example, a segment of sidewalk installed alongside a developed block of road with a 12% grade could probably not achieve the maximum 8.3% running slope without excessive grading and/or negative impacts to adjacent properties.)*

d. Drainage

Standing or frozen water can make a facility inaccessible, unsafe and prone to faster deterioration. If the maximum compliant slope of a pedestrian facility is not adequate to achieve proper drainage, or will impede its contributing area, a slope exceeding the maximum may be necessary and desirable.

e. Presence of a Significant Natural Feature

It may not be possible to build a fully compliant facility without negatively affecting the existence or integrity of a natural feature. *(For example, if replacing a non-compliant 3-foot wide sidewalk with a compliant 4-foot wide sidewalk would require the removal of a row of valued, mature street trees, then segments of 3-foot wide walk near the trees may be acceptable.)* **Proof of natural significance required, for assistance with natural significance determination, please contact CTDOT Transportation Landscape DOT.Landscape@ct.gov.**

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f. Presence of a Significant Historic Feature

It may not be possible to build a fully compliant facility without negatively affecting the existence or integrity of a historic feature. *(For example, if replacing a non-compliant 3-foot wide sidewalk with a compliant 4-foot wide sidewalk would require the removal of a historic stone retaining wall, then the segment of 3-foot wide walk along the wall may be acceptable.)* **Proof of historic significance is required, for assistance with historic significance determination, please contact Transportation Supervising Planner Mandy Ranslow Mandy.Ranslow@ct.gov.**

g. Other

Any design constraint or technical infeasibility that does not fit the criteria of A through G above can be included here. A description of the justification factor must be included in the text box.

Design Alternatives Considered

Identify up to 3 design alternatives that were considered, including the one that was ultimately selected, and briefly explain why each alternative was or was not chosen. This information will be helpful for future design considerations or as records for defending decision-making in court.

Alternative Selection	Design Alternative	Selection Justification
Selected ✓	Replace as existing	The ramp to remain as existing 44" in relation to existing utility pole.
Not Selected ✗	Eliminate pedestrian crossing	This option would not allow any pedestrians to cross.
Not Selected ✗	Relocate several utility poles and driveway.	This option is out of project scope and would need to evaluate impacts on utility poles further down the line than just existing utility pole.

4. Supporting Information

Supporting information is required for the TIF to be processed and shall include the non-conforming element shown in plans/drawings/sketches and photos. This information is helpful for future design considerations or as records for defending decision-making in court. Supporting documents shall be labeled with a description and submitted together with the TIF Form in PDF format. Provide the total page number for the attachments.

Projects that fall under the Complete Streets Policy that have non-standard facilities must also receive a Complete Streets Exception approval from the Chief Engineer that must be submitted with TIF submission.

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5. Approval & Concurrence

The TIF can be submitted as early as a non-standard facility is identified. Depending on the project type and stage of the project when a non-standard facility is identified there are different reviews and signatures needed.

The chart below shows example project scenarios for reviews and signatures. Final approval should always be from a representative of the facility owner (municipal or state). For more information, or specific project questions please contact: CTDOT ADA Engineering Coordination Unit at DOT.ADATransitionPlan@ct.gov.

<u>Project Phase / Stage</u> Responsible Party to Prepare Form	<u>Form Concurrence</u> Signature	<u>Final Approval Signature</u>
<u>In Design</u> CTDOT Design	CTDOT Transportation Principal Engineer*	Division Chief* or Engineering Administrator
<u>In Design</u> Consultant Design	Consultant Engineer	Division Chief* or Engineering Administrator
<u>In Construction</u> (Design Change Order) CTDOT Design	CTDOT Assistant District Engineer	CTDOT Transportation Principal Engineer*
<u>In Construction</u> (Construction Field Change) Contractor or CTDOT Inspector	CTDOT Assistant District Engineer	District Engineer or Construction Administrator
<u>Locally Administered Federal-Aid and State Funded Projects</u> Municipality / Engineer of Record / Contractor	Municipal ADA Coordinator (if different than Final Approval)	Municipal Official for Public Right-of-Way (Public Works, Engineering, etc.) or Highest-Ranking Official
<u>Maintenance Resurfacing Program</u> Contractor or Maintenance District Engineer	CTDOT Special Service Section Manager	CTDOT Transportation Principal Engineer*
<u>Encroachment Permit Applications</u> Municipality / Utility Company / Engineer of Record / Contractor / etc.	Varies based on scenario & program. Examples include: CTDOT Special Service Section Manager, Transportation Principal Engineer, or Public Transportation Assistant Administrator	Municipal Official for Public Right-of-Way (Public Works, Engineering, etc.) or Highest-Ranking Official
* of technical discipline		

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6. Future Considerations for Facility

(COMPLETED BY CTDOT ADA ENGINEERING COORDINATION UNIT ONLY)

If the facility cannot be made compliant within the current scope of the project but could be investigated further to be made compliant in a future project, check the first box to track the location on the CTDOT ADA Transition Plan. For example, in a Maintenance Resurfacing Project (MRP) or Pavement Preservation Project (PPP) a catch basin needs to be relocated to install a fully compliant curb ramp, but the project scope does not include catch basin relocation then the facility should then be placed on the ADA Transition Plan to be included in a future project that includes the catch basin relocation.

If the constraint(s) causing the facility to be non-compliant are not a condition of project scope, and it 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.

7. Submission for Acceptance

(COMPLETED BY CTDOT ADA ENGINEERING COORDINATION UNIT ONLY)

For any non-standard facility that:

- Receives federal or state funding
- Is located on state property or state-maintained roadways

The TIF(s) must be forwarded to the CTDOT ADA Engineering Coordination Unit for review and acceptance. If the form is declined, comments shall be transmitted back, and a revised form shall be resubmitted with attachments responding to previous comments. A meeting to review form and comments may be requested.

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Table: Critical Elements for the Design, Layout, and Acceptance of Pedestrian Facilities

For evaluation of Existing Ramps to Remain on Preservation or Preventative Maintenance Projects (Subject to 1991 ADAAG)	Reference (2010 ADAAG unless otherwise noted)	2010 ADA Limits	Inspection Method (See Note)
Curb Ramp			
Clear Width	405.5	36" min.	C
Flare Slope for ramps in walkable area	406.3	10% max.	B
Cross slope at crossing with yield or stop control	403.3 & PROWAG R302.5.2.2	2% max.	B
Cross slope at crossing without yield or stop control (including any signal but flashing red)	403.3	2% max.	B
Curbed ramp edge or flare slopes exceeding 10%	406.3	Located in non-walkable area	
Grade (running slope)	405.2	8.33% max	A
Grade (running slope) if space is limited	405.2	10% for 6" rise	A
Clear space for diagonal ramps	406.6	48" x 48" min.	C & D
Grating spaces (in walking surface)	302.3	0.5" max.	D
Vertical changes	303.2, 303.3	0.5" max; with 1:2 max. bevel between 0.25" and 0.5" high	E

New and Replacement Facilities (Subject to 2023 PROWAG, and National Manual of Uniform Traffic Control Devices)	Reference (2023 PROWAG unless otherwise noted)	Reference Requirements	Design and Layout Limits	Inspection Method (See Table A)
(1) Curb Ramps				
Clear Width	R302.2	48" min.		C
Slope of flared sides, within pedestrian circulation path	R304.2.6	10% max.	10% max, where walkable surface is adjacent to ramp	B
Slope of flared side, outside pedestrian circulation path	R304.2.6	No max slope, may be curbed		B
Grade (running slope) for curb ramp	R304.2.1	8.3% max.	7.10%	A
Grade (running slope) for blended transition	R304.4.1	5% max.		A
Cross slope (at crossing with yield or stop control)	R302.5.2.1	2.1% max.	1.5% max	B
Cross slope (at crossing without yield or stop control, including any signal but flashing red) (Possible add a row below for midblock)	R302.5.2.2	5% max		B
Length of a curb ramp, if the ramp must exceed maximum allowable grade (running slope) due to steep terrain, (i.e., "chasing grade")	R304.2 & R304.4.2.1	15' max.		C
Landing space, with no constraints	R304.2.5 & R304.3.4	48" x 48" min.		C & D
Landing space, with constraint at back of sidewalk	R304.2.5	48" x 48" min.		C & D
Landing space, with constraints on two sides	R304.2.5	48" x 48" min.		C & D
Slope of landing space, in any direction	R302.5 & R304.2.5	2.1% max.	1.5% max	C & D
Counter slope at bottom of ramp	R304.5.2	5% max.	5% max.	A
Clear area (beyond bottom grade break, outside of parallel vehicle path; can include drop curb)	R304.2.4	48" x 48" min.	48" x 48" min.	C & D
Grade breaks (no rounding)	R304.3.3	Perpendicular to direction of pedestrian travel		
Crosswalks at an intersection	R203.6.1.1	One curb ramp or blended transition shall be provided for each crosswalk, or a single blended transition that spans all crosswalks at the intersection corner may be provided.		

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New and Replacement Facilities (Subject to 2023 PROWAG, and National Manual of Uniform Traffic Control Devices)	Reference (2023 PROWAG unless otherwise noted)	Reference Requirements	Design and Layout Limits (Tolerance)	Inspection Method (See Note)
(2) Detectable Warning Surface (DWS)				
Dome dimensions and spacing	R305.1.1 & R305.1.2	On CTDOT Qualified Product List		
Contrast of warning device	R305.1.3	Light-on-dark or dark-on-light	Federal Standard 595A Color #22144 or approval equal	
Alignment	R305.1.4	Perpendicular to grade break between ramp run and street	Perpendicular to grade break or back of curb	
Width	R305.2	Full width of ramp (2" border allowed)		C
Length (depth)	R305.1.4	24" min. in direction of pedestrian travel		D
Placement	R305.2	At grade break if < 60" from curb, otherwise at back of curb		D
Where not required	R205.2	Refuge islands where ped. route is < 72" long		D
(3) Sidewalk				
Clear width of Ped. Access Route (excluding curb)	R302.2	48" min.		D
Grade (running slope) where hwy. grade is 5% or less	R302.4.3	5% max.		A
Grade (running slope) where hwy. grade is > 5% (*See Noted Exception)	R302.4.3	Hwy. edge of pvmt. grade is max.		A
Cross slope	R302.5	2.1% max	1.50%	B
Passing space interval (if Ped. Access Route is less than 60" wide)	R302.3	200' max.		C
Passing space dimensions	R302.3	60" x 60" min		C & D
(4) Surfaces				
Material	R302.6	Firm, stable, and slip resistant		
Horizontal openings (such as gratings and joints)	R302.6.3	0.5" max		D
Changes in level	R302.6.2	0.25" max		E
(5) Crosswalk (Pedestrian Street Crossing)				
Width	R203.4 & R306	72" min	96"	C
Cross slope at intersection with yield or stop control	R302.5.2.1	2.1% max.		B
Cross slope at intersection without yield or stop control (including any signal but flashing red)	R302.5.2.2	5% max		B
Cross slope, midblock	R302.5.2.4	Highway grade is max		
Grade (running slope), e.g., highway cross slope	R302.4	5% max.	4% - 13% max.	A
Markings	MUTCD 2023 - 3B.18	L, S, or LS Type	8' x 16" Crosswalk Bars	
Clear width, within median or pedestrian refuge island	R302.2.1	60" min		C

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New and Replacement Facilities (Subject to 2023 PROWAG, and National Manual of Uniform Traffic Control Devices)	Reference (2023 PROWAG unless otherwise noted)	Reference Requirements	Design and Layout Limits	Inspection Method (See Note)
(6) Drainage				
Adequate Drainage	HDM CH 10	No low spots that will pond water within Ped. Access Route		
(7) Pedestrian Signals				
Push button height	R406.2	15" min. - 48" max.	42" max.	E
Push button distance from pedestrian access route	R307.4	1.5'-10' max from the edge of curb or pavement		C
Dimensions of clear space adjacent to push button	R302.6 & R404.3	30" x 48" min		C
Grade (running slope) of clear space adjacent to push button	R404.2	Match grade of adjacent Ped. Access Route		A
Cross slope of clear space adjacent to push button	R404.2	2.1% max.		B
Clearance timing	R306.2	3.5 ft/s max. walking speed		
(8) Accessible Parking				
Width of street-level access aisle for parallel parking, if width of adjacent sidewalk or available ROW is > 14'	R310.2.1	60" min. for length of space		C
Parallel parking space located at end of block face, if width of adjacent sidewalk or available ROW is < 14'	R310.2.1	Yes		
Width of street-level access aisle for perpendicular	R310.3	96" min., for length of space		C
Width of street-level access aisle for angled parking	R310.4.1	132" min, for length of space		C
Sign displaying International Symbol of Accessibility	R411	Yes		
Number of accessible on-street parking spaces required	R211	1 for every 25 up to 100, 1 for each additional 50 over 100, 4% of total spaces over 201		
(9) Bus Stops (Transit Stops)				
Dimensions of boarding area	R309.1.1.1	60" min. parallel to hwy., 96" min. perpendicular to curb		D
Slope of boarding area, parallel to highway	R309.1.1.2	Match highway grade		A
Slope of boarding area, perpendicular to highway	R309.1.1.2	2.1% max	1.5% to 2.1% max	B
(10) Pedestrian At-Grade Rail Crossings				
Flangeway gaps, crossing freight tracks	R302.6.4.2.1	3" max		D
Flangeway gaps, crossing passenger tracks	R302.6.4.2.2	2.5" max.		D
Detectable warnings, at a ped. crossing not located within a highway	MUTCD 11 th 8E.04	12' min. - 15' max. from rail, both sides	12' min. - 15' max. from rail, both sides if no gate present, otherwise 2' away from gate	D
Grade (running slope), where adjacent hwy. grade is < 5%	R302.4	5% max		A
Grade (running slope), where adjacent hwy. grade is > 5%	R302.4	Hwy. edge of pvmt. grade is max		A
Cross slope	R302.5	2.1% max	1.5% to 2% max	B
Note – Engineering or work within the railroad right-of-way is subject to rail operator-of-record requirements.				

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Table: Inspection Methods and Acceptance Criteria

Inspection Method and Acceptance Criteria	
A	Grade (Running Slope)
	A two-foot digital level measurement is taken at the center of the pedestrian access route and curb ramp for the grade / running slope, parallel to the direction of travel.
B	Cross Slope
	A two-foot digital level measurement is taken at the center of the pedestrian access route, perpendicular to the direction of travel. The slope of a curb ramp flare is taken at the back of the curb parallel to the curb line.
C	Widths and Offsets
	A measurement is taken with a tape measure perpendicular to the centerline (direction of travel) of the sidewalk at the restriction/point or (when length allows) at a 10' interval.
D	Lengths
	A measurement is taken a measuring tape, wheel, or reel measurements taken within a foot of the centerline (direction of travel) or railing, ramp, sidewalk, etc., with the measurement along the grade of the railing, sidewalk, ramp, curb ramp, etc. (i.e., not a horizontal measurement for sloped surfaces).
E	Rise or Vertical Distance
	A vertical measurement is taken using a survey rod and level at the nose / edge of the landing and base of ramp or stairs.
F	Diameter, Perimeter, and all others
	As directed by item specification.

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Table: 2023 PROWAG Exception Examples

PLEASE REFER TO PROWAG FOR ADDITIONAL INFO ON WHEN EXCEPTIONS ARE APPLICABLE TO YOUR PEDESTRIAN FACILITY

www.access-board.gov/prowag/

2023 PROWAG Exception Examples (Typical PROWAG Exceptions but not limited to)			
Reference	Element Type	Requirement	Exception(s)
203.6.1.1	Crosswalks and Curb Ramps at an Intersection	At an intersection corner, one curb ramp or blended transition shall be provided for each crosswalk, or a single blended transition that spans all crosswalks at the intersection corner may be provided. Where pedestrian crossing is prohibited, curb ramps or blended transitions shall not be provided, and the pedestrian circulation path shall be either (a) separated from the roadway with landscaping or other non-prepared surface or (b) separated from the roadway by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the pedestrian circulation path.	In alterations, where existing physical constraints make compliance technically infeasible, a single curb ramp shall be permitted at the apex of the intersection corner.
R205.2	Curb Ramps and Blended Transitions	Curb ramps shall have detectable warning surfaces complying with R205.2.1. Blended transitions shall have detectable warning surfaces complying with R205.2.2.	Detectable warning surfaces are not required on curb ramps and blended transitions used exclusively to connect passenger loading zones, accessible parallel on-street parking spaces, and access aisles for perpendicular and angled parking spaces to pedestrian access routes.
R304.2.1	Running Slope	The running slope of a curb ramp shall be perpendicular to the curb or gutter grade break. The running slope of the curb ramp shall be 8.3% maximum.	Where the curb ramp length must exceed 15 feet to achieve a 8.3% running slope, the curb ramp length shall extend at least 15 feet and may have a running slope greater than 8.3%.
R302.4.3	Within a Crosswalk	Where a pedestrian access route is contained within a crosswalk, the grade of the pedestrian access route shall be 5.0% maximum.	Where roadway design requires superelevation greater than 5.0% at the location of a crosswalk, the grade of the pedestrian access route within the crosswalk may be the same as the superelevation.
R305.1.2	Dome Spacing	The truncated domes shall have a center-to-center spacing of 1.6 inches minimum and 2.4 inches maximum, and a base-to-base spacing of 0.65 inches minimum, measured between the most adjacent domes.	1. If a detectable warning surface needs to be cut to fit, the distance between the domes along the cut edges must not be more than twice the standard dome spacing found in the uncut areas. 2. The dome spacing rules do not apply where there is a break in the detectable warning surface at an expansion joint, if the detectable warning surface is properly aligned with both sides of the joint.
R306.2	Pedestrian Signal Phase Timing	Where a traffic control signal with pedestrian signal indications is provided at a crosswalk, pedestrian signal phase timing shall be based on a pedestrian clearance time that is calculated using a pedestrian walking speed of 3.5 ft/s or less from the location of the pedestrian push button to a pedestrian refuge island or the far side of the traveled way. The walk interval shall be 7 seconds minimum. Where the pedestrian clearance time is calculated to be on a pedestrian refuge island, an additional pedestrian push button or passive detection device shall be provided on the pedestrian refuge island.	If a passive pedestrian detection device is used to automatically adjust the pedestrian clearance time based on the pedestrian's actual clearance of the crosswalk, a faster walking speed may be used.
R310.2.1	Parallel On-Street Parking Spaces Dimensions	Parallel on-street parking spaces shall be 24 feet long minimum and 13 feet wide minimum. Parallel on-street parking spaces shall not encroach on the traveled way.	1. If parallel parking spaces are changed but the pedestrian path is not, accessible spaces can match the size of the regular spaces if they are closest to the block-end or midblock crosswalk and a curb ramp serves that crosswalk. 2. If full-size accessible parallel parking would reduce the right-of-way to 9 feet or less, the accessible spaces may be the same size as the existing ones, as long as they are placed nearest the block-end or midblock crosswalk and a curb ramp is provided.
R404.2	Clear Spaces Surfaces	The slope of the clear space shall be 2.1% maximum in both directions.	Where the slope of the clear space would exceed 2.1% in either or both directions due to the grade of an adjacent pedestrian access route, the slope of the clear space may be consistent with the slope of the pedestrian access route.

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CTDOT Municipality Codes

1	Andover	44	East Lyme	87	Naugatuck	129	Somers
2	Ansonia	45	Easton	88	New Britain	130	Southbury
3	Ashford	46	East Windsor	89	New Cannan	131	Southington
4	Avon	47	Ellington	90	New Fairfield	132	South Windsor
5	Barkhamsted	48	Enfield	91	New Hartford	133	Sprague
6	Beacon Falls	49	Essex	92	New Haven	134	Stafford
7	Berlin	50	Fairfield	93	Newington	135	Stamford
8	Bethany	51	Farmington	94	New London	136	Sterling
9	Bethel	52	Franklin	95	New Milford	137	Stonington
10	Bethlehem	53	Glastonbury	96	Newtown	138	Stratford
11	Bloomfield	54	Goshen	97	Norfolk	139	Suffield
12	Bolton	55	Granby	98	North Branford	140	Thomaston
13	Bozrah	56	Greenwich	99	North Canaan	141	Thompson
14	Branford	57	Griswold	100	North Haven	142	Tolland
15	Bridgeport	58	Groton	101	North	143	Torrington
16	Bridgewater	59	Guilford		Stonington	144	Trumbull
17	Bristol	60	Haddam	102	Norwalk	145	Union
18	Brookfield	61	Hamden	103	Norwich	146	Vernon
19	Brooklyn	62	Hampton	104	Old Lyme	147	Voluntown
20	Burlington	63	Hartford	105	Old Saybrook	148	Wallingford
21	Canaan	64	Hartland	106	Orange	149	Warren
22	Canterbury	65	Harwinton	107	Oxford	150	Washington
23	Canton	66	Hebron	108	Plainfield	151	Waterbury
24	Chaplin	67	Kent	109	Plainville	152	Waterford
25	Cheshire	68	Killingly	110	Plymouth	153	Watertown
26	Chester	69	Killingworth	111	Pomfret	154	Westbrook
27	Clinton	70	Lebanon	112	Portland	155	West Hartford
28	Colchester	71	Ledyard	113	Preston	156	West Haven
29	Colebrook	72	Lisbon	114	Prospect	157	Weston
30	Columbia	73	Litchfield	115	Putnam	158	Westport
31	Cornwall	74	Lyme	116	Redding	159	Wethersfield
32	Coventry	75	Madison	117	Ridgefield	160	Willington
33	Cromwell	76	Manchester	118	Rocky Hill	161	Wilton
34	Danbury	77	Mansfield	119	Roxbury	162	Winchester
35	Darien	78	Marlborough	120	Salem	163	Windham
36	Derby	79	Meriden	121	Salisbury	164	Windsor
37	Durham	80	Middlebury	122	Deep River	165	Windsor Locks
38	Eastford	81	Middlefield	123	Scotland	166	Wolcott
39	East Granby	82	Middletown	124	Seymour	167	Woodbridge
40	East Haddam	83	Milford	125	Sharon	168	Woodbury
41	East Hampton	84	Monroe	126	Shelton	169	Woodstock
42	East Hartford	85	Montville	127	Sherman		
43	East Haven	86	Morris	128	Simsbury		

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References
US Access Board’s Accessibility Guidelines for Pedestrian Facilities in the Public Rights of Way, 2023, Public Right of Way Accessibility Guidelines (PROWAG)
ADA Accessibility Guidelines (ADAAG) for Buildings and Facilities in 28 CFR, 1991
11th National Manual of Uniform Traffic Control Devices (MUTCD) (CTDOT adopted October 2025)
Contact for Questions: DOT.ADATransitionPlan@ct.gov