

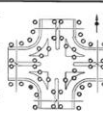


Technically Infeasible Form

The following slides will discuss the Technically Infeasible Form.

What is the technically infeasible form? Simply put – It is a record of the design process and decisions for any construction not fully meeting the standards. For alterations, when it is not possible to fully meet the standards, the design and construction must provide access to the maximum extent possible.

The US Access Board recommends that designers document their design decisions in order to prove access has been provided to the maximum extent. PennDOT is requiring the documentation and must approve the design similar to a design exception.

Technically Infeasible Form

ADA Technically Infeasible Form	
Facility Type <input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other	Forward All Completed Forms to PennDOT Construction
Justification for Technically Infeasible (check all that apply) <input type="checkbox"/> Limited Right-of-Way <input type="checkbox"/> Existing Utilities <input type="checkbox"/> Structures, Buildings, Walls, Vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Utility Relocations <input type="checkbox"/> Other 1 <input type="checkbox"/> Other 2 <input type="checkbox"/> Other 3	Project Information District: 33 County: Erie *Municipality: Erie City Submitter Information Submitted By: John Smith *Submitter Company: Smith & Smith Street Address: 100 Main St City/State Zip: Harrisburg, PA 17101 Telephone: 717-555-1234 *Date Submitted: April 4, 2008
Location Information Project Type <input checked="" type="checkbox"/> Overlay Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> New Construction (Tech. Infeasible N/A) <input type="checkbox"/> Other	Location Identification 2000-2012 SR East - Segment SR South - Segment SR East - Segment SR West - Segment SR East - Segment SR West - Segment Location # 15
Performance Traffic <input type="radio"/> Yes <input type="radio"/> No Impediment Trip Generators <input type="radio"/> Yes <input type="radio"/> No Safety Concerns <input type="radio"/> Yes <input type="radio"/> No High-Rise/Ped. Signs <input type="radio"/> Yes <input type="radio"/> No Existing Crosswalk <input type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input type="radio"/> Yes <input type="radio"/> No AOT 15,000	
Unimproved Street Alternatives <input type="checkbox"/> No alternative was not evaluated 1) Physical aspects such as: <input type="checkbox"/> Out of scope with no alternative 2) Throughway crosswalk line <input type="checkbox"/> Do not correct landing area in street 3) Traffic path through street <input type="checkbox"/> No significant or negative impact on the accessible path on the sidewalk Alternative evaluated and description if what was chosen for use will follow	
Leave digital camera in place since it provides maximum access feasible even though a small portion of the landing projects into the travel lane.  	
ADA Approval/Condition Recommendation <input type="radio"/> Approved: Significant Issues & Date <input type="radio"/> Denied: ADA Review Committee Chair - Date	DOT / FDOT Approval Status <input type="radio"/> Approved: Significant Issues & Date <input type="radio"/> Denied: DOT/FDOT Chair - Date
TIF #: _____ (TIF Number automatically assigned. All fields marked with * provide data for TIF #) <small>(Print with FCL Print Driver) PennDOT Form 10000</small>	

- Circumstances may exist where full compliance of the standards is “Technically Infeasible”.
- The facility must be designed/constructed to the “Maximum Extent Possible”.
 - Limited ROW (alterations)
 - Utility Relocations (alterations)
 - Structures, Buildings, Walls, Vaults (alterations)
- Technically Infeasible does not apply to New Construction projects
- Cost can NOT be a factor
- These situations must be **DOCUMENTED** and submitted.
- It is also recommended to document design decisions that may be open to interpretation.

As discussed for ALTERATIONS, circumstances may exist where full compliance of the standards is “Technically Infeasible”. The facility must then be designed/constructed to the “Maximum Extent Possible”.

The TIF will document the design decisions used in determining which alternative provides the maximum access feasible.

The following items may be considered justification when they are NOT part of the PROJECT SCOPE:

- Limited ROW
- Utility Relocations
- Structures, Buildings, Walls, Vaults

Technically Infeasible normally will not apply to New Construction projects.

The guidelines are very clear that cost can **NOT** be a factor. The constraints listed above **can be** removed if you have the available funds. The "without regard to cost" statement, can be better explained when you consider options within the scope of work.

For example if your project is an overlay project, normally ROW acquisition, utility relocation and demolition of buildings is not within the scope of your overlay project. If that is the case, the mentioned constraints can be considered justification. After further design, two possible solutions are available within project scope:

- #1 install a different ramp type (most costly) or
 - #2 just steepen the ramp slope (not as costly)
- Here the solution selected must be the one that provides the maximum access, not the least cost.

Technically Infeasible Example 1



Diagonal ramps must have a 48"x48" landing area completely inside of the crosswalk and out of the travel lanes.



Technically infeasible example #1.

For this example we will use the following picture for reference. We will assume we are working on this project as a designer and the project is a simple overlay project. The curb ramp shown has been "altered" from the over of the pedestrian path. We are going to investigate this curb ramp to see if it meets the latest standards. Very quickly we notice 2 things.

1. It is a diagonal, and diagonal curb ramp are not preferred - immediately we must consider separate ramps.
2. The clear space in the street projects into the travel lane - if the diagonal curb ramp must stay, is there room for improvement?

The first step in this process is to start considering other designs that could be constructed and fully meet the standards. If a different design can be used within the scope of project, the TIF would not be needed. For this example, a modified standard is needed and the decision to complete a TIF form has been reached.

Technically Infeasible Form

ADA Technically Infeasible Form	
*Facility Type	
<input checked="" type="radio"/> Curb Ramp <input type="radio"/> Sidewalk <input type="radio"/> Ped. Push Button <input type="radio"/> Ped. Signal <input type="radio"/> Other	Forward All Completed Forms to PennDOT Construction
Justification for Technically Infeasible	General Information
<i>(check all that apply)</i> <input checked="" type="checkbox"/> Limited Right-of-Way <input checked="" type="checkbox"/> Existing Utilities <input checked="" type="checkbox"/> Structures, Buildings, V vaults <input type="checkbox"/> Historic Areas <input type="checkbox"/> Environmental Areas <input type="checkbox"/> Grade Separations <input type="checkbox"/> Other 1 <input type="checkbox"/> Other 2 <input type="checkbox"/> Other 3 <input type="checkbox"/> Other 4	*District: 01 *County: Erie *Twshp/Boro: Erie City
	Submitter Information
	Submitted By: John Smith *Submitter Company: Smith & Smith Street Address: 1000 Front St City State Zip: Harrisburg PA 17000 Telephone: 717-123-1234 *Date Submitted: April 4, 2008

The top left of the form requires the type of facility to be identified. Notice that this form may be used for any pedestrian facility. Here curb ramp would be selected.

Below this a section titled, "justification for Technically infeasible". Only place a check next to OUT OF SCOPE items that exist. For the overlay project, the project scope is narrow. For our example, limited ROW, existing utilities, and buildings will act as site constraints and will be checked on the form.

Continuing over to the right, General information. Here the district, county and borough or township where the facility is located will be identified.

Below this section is the submitter information section where the submitter contact information is recorded.

Technically Infeasible Form

Project Information		Location Identification	
Project Type <input checked="" type="checkbox"/> Overlay Project <input type="checkbox"/> Signal Project <input type="checkbox"/> Widening Project <input type="checkbox"/> New Construction (Tech. Infeasible N/A) <input type="checkbox"/> Other		2000-0010 *SR North - Segment Oak St *SR South - Segment	
Pedestrian Traffic <input checked="" type="radio"/> Yes <input type="radio"/> No Pedestrian Trip Generators <input checked="" type="radio"/> Yes <input type="radio"/> No Safety Concerns <input checked="" type="radio"/> Yes <input type="radio"/> No R9-3A "No Peds" Signs <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Crosswalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Sidewalk <input checked="" type="radio"/> Yes <input type="radio"/> No Existing Push Buttons <input checked="" type="radio"/> Yes <input type="radio"/> No ADT 15,000		2000-0010 *SR East - Segment Oak St *SR West - Segment 18 Location #	
Investigated design alternatives		Why alternative was not selected	
1.) Installing separate curb ramps		Out of scope utility relocation too excessive	
2.) Truncating crosswalk line		Did not correct landing area in street	
3.) Pulling curb return back		This would have a negative impact on the accessible path on the sidewalk	
Alternative selected and description of what requirement is not met			
Leave diagonal ramp in place since it provides maximum access feasible even though a small portion of the landing projects into the travel lane.			
		Insert Ex Picture Left 3" x 3"	
		Insert Ex Picture Right 3" x 3"	

Project Information provides the reviewer some background information. It will call out the project type and other existing information.

On the right you will see the intersection graphic. Select the empty circle that best defines the location of the facility and fill in the legs of the intersection with SR numbers or street names if the road is not an SR. It is important to note, the north arrow is depicting NORTHBOUND.

The Investigated Designs Alternatives and Why Alternative was not Selected, is where the documentation of design is recorded. The available space on this form is small but the second tab on the excel file provides additional space. Three design alternatives were investigated, of which all three were not implemented due to required out of scope work, or it did not improve access. The final design decision was to leave the diagonal ramp in place since it provides maximum access feasible even though a small portion of the landing projects into the travel lane.

Below this section are two place holders for existing pictures. The macro buttons will automatically position the picture into the correct location.

Technically Infeasible Form

ADA Review Committee Recommendation		ADE of Design Approval Status	
<input type="radio"/> Approved	Signature Here & Date	<input type="radio"/> Approved	Signature Here & Date
<input type="radio"/> Denied	ADA Review Committee Chair - Date	<input type="radio"/> Denied	District ADE of Design - Date
TIF #:		TIF-01-Erie-Erie City-Smith & Smith Consultants-2000-0010-Oak St-2000-0010-Oak St-18-39542	
<i>(TIF Number automatically assigned. All fields marked with * provide data for TIF #)</i>			



When the TIF is complete, it must be submitted to the District ADA Review Committee for review. The committee will either recommend approval or give direction and request a resubmission. Upon the District ADA review Committee recommendation for approval, the TIF will go to the District ADE of Design for approval.

Once approved, a copy must be sent to ADA Coordinator at Central Office and the submitter.

An image file must be created for the PennDOT project manager who will distribute it to the appropriate PennDOT Construction Project Manager.

