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Department of Public Works
BUREAU OF STREET-USE & MAPPING
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DPW Order No: 179,254

ESTABLISHING REGULATIONS AND GUIDELINES FOR THE CONSTRUCTION OF NEW CURB RAMPS OR RECONSTRUCTION/UPGRADE OF EXISTING CURB RAMPS AT ANGULAR RETURNS WHEN STREET EXCAVATION OCCURS AT THE ANGULAR RETURNS OR IN THE CROSSWALK

This Order Supersedes:
Order 179,072 - Regulations and Guidelines for Construction of Curb Ramps/Upgrade of Existing Curb Ramps at Angular Returns

I. PURPOSE:

Article 2.4 of the Public Works Code (PWC), and DPW policy require that upon performing any excavation within a marked or unmarked crosswalk within the public right-of-way, all affected curb ramps shall be evaluated and reconstructed/upgraded per current City Standards. This DPW Order provides details on said guidelines.

II. DEFINITIONS:

A. A crosswalk includes any marked or unmarked pedestrian crossing between two (2) angular returns. The width of an unmarked crosswalk shall be defined as the width of the arc of the angular return.

B. A crosswalk also includes an MTA approved mid-block crosswalk; e.g. between public office buildings, schools, hospitals, and any other facility that serves the public.

C. An angular return is the portion of the sidewalk at an intersection, measured as a 90 degree arc from the corner of private property to the constructed curb line.

III. GUIDELINES Triggering Curb Ramp Construction:

A. **Excavation within the Crosswalk -** Upon performing any excavation work within a crosswalk where the edge of the excavation is within 8' from the curb face or if the width of excavation is greater than 33% of the width of the constructed roadway, an evaluation of the angular returns at each end of the affected crosswalk shall be conducted. If curb ramps do not exist or are not constructed to current City Standards, then the excavator shall, baring technical infeasibility, install a curb ramp at each end of the affected crosswalk to current City Standards (see Standard Plans for current curb ramp design).

B. **Excavation at the Angular Return** - Upon performing any excavation within the public right-of-way where any portion of the angular return of any street

segment is excavated and/or replaced, the excavator shall evaluate the crosswalk(s) adjacent to the affected angular return. The evaluation shall determine if the ramps are constructed to current City Standards at either end of said crosswalk(s), If not, then, baring technical infeasibility, the excavator shall install a curb ramp at each end of said crosswalk(s) that is not constructed to current City Standards (see Standard Plans for current curb ramp design).

C. **Building Construction touching the angular return** - Any building construction that physically affects an angular return shall require an evaluation of the angular return. If curb ramps do not exist or are not constructed to current City Standards at the angular return, the installation/upgrade of the curb ramp(s) at the affected angular return are required. In order to complete the path of travel, the developer/property owner shall also be required to evaluate curb ramp(s) at the opposite end of the crosswalk(s) served by the curb ramp(s) adjacent to the building site and, barring technical infeasibility, install and/or upgrade curb ramps at each end of the affected crosswalks.

IV. Exceptions:

In the evaluation of the angular returns, a request for exception to the installation of curb ramps requires the identification of technical infeasibility. The request for exception based upon technical infeasibility shall be in writing to DPW, identifying the nature of the infeasibility and the evaluation of construction/installation alternatives. DPW shall review this request for exception and provide written authorization or denial to the requested exception.

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5/4/2011

X Fuad Sweiss, City Engineer

Signed by Sweiss, Fuad View details
on Wednesday, May 04, 2011 4:11 PM (Pacific Daylight Time)

5/4/2011

X Edward D. Reiskin

Signed by Reiskin, Ed View details
on Wednesday, May 04, 2011 5:50 PM (Pacific Daylight Time)