



NEW YORK CITY DEPARTMENT OF
DESIGN + CONSTRUCTION
Division of Infrastructure
Bureau of Construction

STANDARD CONSTRUCTION OPERATING PROCEDURE

**SUBJECT: PEDESTRIAN RAMP INSTALLATION
GUIDELINES-REVISED**

SCOP..... : 07 -006G

CATEGORY.. : CONSTRUCTION
Subcategory : CONSTRUCTION

Keywords : Ped Ramps, Sidewalks

APPROVED:

ORIGINAL SIGNED BY

Chief Construction Engineer - William Svilar, P.E.

Supersedes..... : N/A

Supplements..... : 02-007, 03-005, 04-001

Sheet..... : 1 of 4

Issue Date..... : October 4, 2007

The following are guidelines regarding the installation of pedestrian ramps.

On sewer projects and trunk main projects (within the project limits and at all four corners in intersections) follow the contract specifications regarding the installation of pedestrian ramps. The specifications generally call for the installation of pedestrian ramps at all corners where there are no existing pedestrian ramps and where the existing ramps do not conform to current standards or as directed by the Resident Engineer.

On standard highway projects, generally replace all pedestrian ramps as per the contract drawings.

On prior notice sidewalks projects, replace pedestrian ramps as required to correct defective sidewalks.

For all locations where an existing interference prevents the installation of two tangent ramps, one apex ramp in lieu of two tangent ramps is acceptable to DOT for low pedestrian traffic areas only. For guidance regarding the installation of apex ramps, contact the Program Administration Pedestrian Ramp Coordinator.

On other miscellaneous projects where curb-to-curb paving is not performed (e.g., distribution water main, hydrant replacement, hardware, lining, etc.), pedestrian ramp work is typically not required.

When crosswalks intersect raised medians and islands, pedestrian ramps or cut-through crossings must be provided. For guidance, if required, contact the Designer.

Pedestrian ramps are to be installed at T-intersection in accordance with the attached DOT Policy.

Upon completion of the above projects, the Resident Engineer must report all pedestrian ramp locations not completed within the project limits to Program Administration Pedestrian Ramp Coordinator for further action. Typically such locations require the resolution of interference issues involving city and/or private facilities in order to install two tangent ramps or one apex ramp. Such locations are referred to as "complex" pedestrian ramp locations. A detailed sketch must be prepared on the attached complex pedestrian ramp survey form for each reported location.

Pedestrian ramps projects are for the installation of new ramps only (where no ramp previously existed). No replacement or adjustments to existing ramps are permitted unless prior approval is obtained from DOT. DOT, through the Program Administration Pedestrian Ramp Coordinator, will provide Construction a list of locations scheduled to receive new ramps. The RE is to survey all locations and categorize them in a report to the Pedestrian Ramp Coordinator as follows:

1. No pedestrian ramp exists and a pedestrian ramp will be built under this project.
2. Existing pedestrian ramp.
3. Complex pedestrian ramp location. A detailed sketch must also be prepared on the attached complex pedestrian ramp survey form for further action..
4. T-intersection / No Ramp required.
5. T-intersection / Ramps maybe required but cannot be readily installed, DOT direction needed.
6. No existing ramp and none will be required, state reasons for not installing ramp (e.g., no existing sidewalks, permanent barriers, bridge abutment occupying corner, etc.). If uncertain, contact DOT through the Pedestrian Ramp Coordinator for a final determination.

This SCOP is not intended to, and does not supersede any ADA requirements.

Attachment: Policy for installing pedestrian ramps at T-intersections, Complex Ped Ramps Survey Form and "L" installation Pattern at T-intersections Memo



NEW YORK CITY DEPARTMENT OF DESIGN + CONSTRUCTION

PEDESTRIAN RAMPS SURVEY Full Intersection

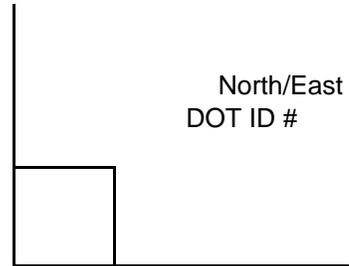
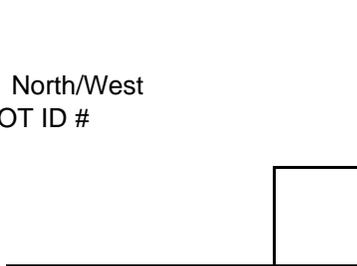
Project Description: Pedestrian Ramp Survey
Borough/C.B.
Date:
Inspector's Name:



Draw North Arrow

North/West DOT ID #

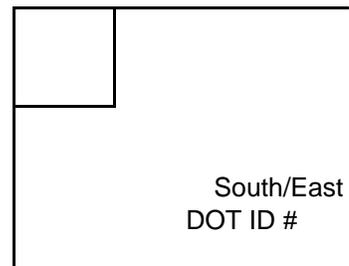
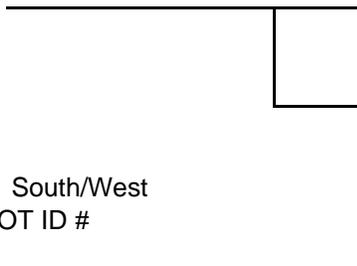
North/East DOT ID #



E/W Street Name

South/West DOT ID #

South/East DOT ID #



N/S Street Name

For corners with no ped ramps, list details of any interferences shown above by location:

Three horizontal lines for listing interferences

List any unsafe conditions found in existing ped ramps by location:

Three horizontal lines for listing unsafe conditions

INSTRUCTIONS:

Enter street names and DOT Corner ID # (if any), in spaces provided.

Indicate the number of ped ramps on each corner and sketch their location.

For corners with no ped ramp, sketch and list any interferences required to be moved (light pole, etc.) to install two tangent ped ramps.

Write any additional notes, if required, in the box.

Policy for Installing Pedestrian Ramps at “T” Intersections

When two streets intersect but do not cross it is referred to as a “T” intersection. The top of the “T” is considered to be the major street and the stem of the “T” is the minor street.

Pedestrian ramps should be installed at all four “corners” of a “T” intersection only if there is an existing “marked” crosswalk or traffic device (stop sign or traffic signal) controlling the major street. **No** pedestrian ramps will be installed without there being either a “marked” crosswalk or traffic device on the major street. However, pedestrian ramps will be installed across the stem of the “T” or the minor street.

In the event there is an excessive distance between a T-intersection that would not ordinarily qualify for pedestrian ramps and the nearest intersection with pedestrian ramps, resulting in a hardship for pedestrians, pedestrian ramps may be installed under certain circumstances, subject to the prior approval of DOT’s Bureau of Traffic Operations. Such T-intersections that could qualify for pedestrian ramps are those that meet the following standards:

- The distance between the T-intersection and the nearest intersection with pedestrian ramps is greater than 500 ft.
- The T-intersection is located adjacent to land use that generates substantial pedestrian activity (e.g., park entrance, cemetery entrance, bus stop or other).

The determination of whether such T-intersections meet either standard will be made by DOT’s Bureau of Traffic Operations based on the staff’s engineering judgment.

In the event that future pedestrian ramps are installed at a T-intersection without there being a marked crosswalk or traffic device, the T-intersection will be modified so as to include a marked crosswalk and appropriate warning signs (e.g. “Yield To Pedestrians”). These treatments will be similar to those utilized at designated school crosswalks.



MEMORANDUM

To: Mini Thomas, Pedestrian Ramp Coordinator
Department of Design and Construction

From: Shawn Rae, Director
Pedestrian Ramp Unit

Date: May 22, 2007

Subject: “L” Installation Pattern at T-intersections

The goal, at a controlled T-intersection, is to install ramps on both corners of the stem of the intersection and on both sides at the top of the “T”. An L pattern is a temporary solution and does not result in the crossing point being considered fully accessible or completed.

1. If a simple contractor is assigned such a location they are to install ramps on the simple corner(s). If an obstacle is present, access may be provided in an L pattern. The remaining top of the T location must be noted and referred back to the DDC PedRamp Coordinator for inclusion in a future complex project.
2. When a complex contractor is assigned to an intersection no L pattern is permitted without prior approval. Such approval will be limited. Again, the goal is to have a ramp on both sides on the top of the T.
3. Occasionally, both a simple and complex contractor may work in the same CB during the same construction season. If there are simple and complex corners at an intersection, the complex contractor will install the ramps on every corner at that intersection (simple and complex) – that do not have ramps.

Please note that DOT’s Highway Design Unit will place markings on both sides at the top of the T.

CC: Leon Heyward, D/C