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REGULATORY UPDATE: PEDESTRIAN RAMP PROGRAM AND ITS IMPACT ON BUILDERS PAVEMENT PLANS

In 2019, the New York City Department of Transportation (DOT) established the Pedestrian Ramp Program Unit (PRU) in response to a [settlement agreement](#). The PRU, a unit within the DOT, reviews and approves pedestrian ramp designs.

Currently, if the Builders Pavement Plan (BPP) scope of work includes pedestrian ramps, has not been constructed and work permits have not been approved, you must first obtain PRU approval. This requirement holds true even if your project already has an approved BPP. If your project includes pedestrian ramps but does not have PRU approval, you will encounter delays when applying for work permits or sign-offs. This memo outlines the background, current situation, and provides guidance to keep your project on schedule if your BPP includes pedestrian ramps.

BACKGROUND

Before the PRU was created, a standard DOT detail governed the layout and design of pedestrian ramps. Under the current rules, the BPP engineer of record (typically a civil engineer) must submit the detailed ramp layout and design to the PRU and obtain approval. This design includes slopes and dimensions for roadways, sidewalk landings, ramps, and flares based on a detailed topographic survey at each location.

CURRENT SITUATION

If you have a DOB-approved BPP that does not include a PRU-approved pedestrian ramp design, you will need to go through PRU review and approval before the DOT will issue a "410 construction permit" for corner-quadrant replacement.

If the DOB is currently reviewing your BPP, the examiner will require the PRU approval before the DOB will approve the plan. Even if DOB approves your BPP without PRU approval, the DOT will still require PRU approval before it will issue the 410 permit.

Once the pedestrian ramp is constructed and the contractor has closed out the 410 permit, the ramp is put on an inspection list for the DOT's Highway Inspection and Quality Assurance (HIQA) division. HIQA will require the permittee to reconstruct any ramps that do not meet ADA requirements or PRU-approved design.

STAYING ON SCHEDULE

PRU approval can be a long-lead item and may require other infrastructure improvements or modifications such as relocations of catch basins and light poles. Langan can help identify these requirements early and guide your project through the requisite approvals from the DOT, PRU, and other agencies.

To discuss how this may affect your projects, please contact your Langan Project Manager or:



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