

Los Angeles Department of Water and Power	<b>OVERHEAD POWER DISTRIBUTION FACILITIES RELOCATION GUIDELINES</b>	<b>OH</b>
Overhead Power Distribution Construction Standards		

**General Introduction:**

The following guidelines are intended to assist the customer/applicant in understanding the Los Angeles Department of Water and Power (LADWP) procedures and requirements for power distribution facilities relocations due to customers' projects and for the process to be effective and efficient as possible.


LADWP adheres to California Public Utilities Commission General Orders (GO)s and other regulations as minimum requirements. LADWP's engineering and construction standards have been developed based on experience, best and safety practices, and lessons learned that supplement the GOs and regulations.

To start the power distribution relocation process, the customer/applicant shall provide at minimum the checklist items on page 3 for LADWP to accept it as a project. LADWP and the customer/applicant may have preliminary discussions/meetings and may hold field visits to determine the scope, feasibility and timeline for the relocation. However, the minimum items are to be submitted by the customer and accepted by LADWP before it's accepted as a project. The customer/applicant should also understand LA City's Bureau of Engineering (BOE), Bureau of Street Lighting (BSL), Department of Transportation (DOT), Caltrans, communication companies, and other Agencies procedures for progressing their project since those departments have requirements that can impact the project.

The customer/applicant must ensure that proposed activities occur within legally accessible property boundaries and comply with existing easement restrictions. The customer/applicant is responsible for identifying all current easements, acquiring any new easements or right-of-way needed, and coordinating with affected property owners.

The customer/applicant shall also maintain a project tracker to document progress and key milestones and provide meeting minutes to ensure transparent communication and accurate project recordkeeping.

LADWP will provide Power System as-built drawings upon customer/applicant request.

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**Construction in Public Right of Way (Public Works):**


LADWP Power’s Utility Coordination group can review proposed work for any conflicts with LADWP’s power distribution system (review limited from 4.8kV to 34.5kV). Please submit plans to Utility Coordination for review via email at [DWPPS.Coordination@ladwp.com](mailto:DWPPS.Coordination@ladwp.com).

**Construction near overhead power lines or in proximity to any utility easements (Encroachment Application):**

If you are planning construction within 10 feet of LADWP power lines and equipment, or in proximity to any utility easements, please contact the LADWP Real Estate Division at (213) 367-0562 to start the process of filing an encroachment application. LADWP Pole spotters provide clearances for all construction near overhead systems via encroachments applications. Please visit LADWP's Real Estate Page <https://www.ladwp.com/doing-business-ladwp/real-estate> for more information on submitting an encroachment application.

**Typical Proposed Work that could require Overhead Relocation/Modification:**

1. Street improvements including but not limited to:
  - a. All Curb and Gutter realignments
  - b. ADA improvements to curb ramps and pedestrian crossings
  - c. New (or alterations to existing) driveways
  - d. New (or alterations to existing) beginning/ending curb returns, BCR/ECR
  - e. New (or alterations to existing) sidewalks and pedestrian areas
  - f. New (or alterations to existing) parkways
  - g. New (or alterations to existing) retaining walls/bulk heads
  - h. New trees and tree wells
  - i. New Subgrade features that will conflict with poles or anchoring
  - j. Street Beautifications/Improvements - Above Grade Facilities (Bus Stops, Shade/Info Stations, city benches/furniture, billboards, street lighting or traffic signal service cabinets, etc.)
  - k. Significant regrading that will affect overhead aerial clearances and/or pole anchoring.
  - l. Work being proposed near any railroad facilities, airports, freeways and/or ports may be subject to additional clearance requirements/criteria.
2. Construction activities that may damage poles or anchors and/or restrict physical access to pole for climbing access and repairs.
3. Private development that encroaches on overhead power facilities located in the public right of way.
4. Overhead to Underground Conversions

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**Overhead Requirements to Avoid Relocation:**

1. Utility Poles - (All clearances to be measured from the closest adjacent face of pole)
  - a. Existing utility pole cannot be located anywhere within the curb ramp landing bounded by BCR/ECR.
  - b. Existing utility pole must maintain a **minimum 12"** clearance from:
    - i. Curb Ramps – measured from the closest BCR/ECR.
    - ii. Driveways – measured from the outermost "X" of the driveway approach for Cases 1 & 2, and from the BCR for Case 3. (see Driveways S-440-4)
    - iii. Midblock Crossings – measured from the outermost "X" for Case D, and from the outermost "Y" for Case E. (see Curb Ramps S-442-4)
  - c. The existing utility pole must maintain a **minimum 18"** clearance from:
    - i. Curb & Gutters - All new curb and gutters alignments.
  - d. The existing utility pole must maintain a **minimum 24"** clearance from:
    - i. State Highways – All new curb and gutter alignments.
  - e. Concrete headers on the sidewalk or parkway should maintain a **minimum 18"** clearance from the base of the pole. (See Case F of Curb Ramps S-442-4 for a typical condition)
  - f. New trees and tree wells must maintain a minimum 60" clearance from the pole.
  - g. Significant regrading (cut/fill) of the existing grade could require new taller poles to be set or relocated based upon existing field condition.
  
2. Guy Wire and Anchors
  - a. Guy wires and/or anchors located within a curb ramp may be subject to relocation if obstructing the intended path of travel and/or if the proposed final conditions will result in an ADA sidewalk obstruction.\*
  - b. Guy wires and/or anchors located within a proposed bus stop/shelter may be subject to relocation if obstructing the intended path of travel and/or if the proposed final conditions will result in an ADA sidewalk obstruction.\*
  - c. Significant regrading (cut/fill) of the existing grade could require restoration of existing anchors to remain within allowable minimum/maximum heights above final proposed grade.

**\*Note:** Guy wire relocation or modification require a feasibility assessment to ensure adequate loading is maintained. Existing guy wire/anchors have designed "vectors" to resist pole/wind loading. As such, significant alterations to the direction or distance of anchoring are typically not feasible. If the guy wire/anchor cannot be suitably reconfigured to maintain adequate loading, the adjacent pole may also need to be relocated to clear the original conflict with that guy wire/anchor.

LADWP reserves the right to require relocation(s) if any of the above requirements are not met and for any proposed final (or temporary) condition that would restrict LADWP's ability to adequately and safely access, maintain, operate or inspect the overhead mounted equipment.

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**Overhead Relocation Checklist:**

Use the checklist below to compile all Project Documentation needed for LADWP to accept your project and begin preliminary engineering/coordination efforts.

	Item	
1.	Job Location	
2.	LADWP Relocation Need by Date(s)	
3.	Target Project Milestone Dates	
4.	Project Description	
5.	Project Contact Person and Contact Information	
6.	Project drawings* that include: <ul style="list-style-type: none"> <li><input type="checkbox"/> Alignment for LADWP's proposed relocation(s)</li> <li><input type="checkbox"/> Pole locations</li> <li><input type="checkbox"/> Street Improvement plans with minimum of one review with BOE and/or LADOT as applicable</li> <li><input type="checkbox"/> All conflicts identified</li> <li><input type="checkbox"/> Identification of easements needed</li> <li><input type="checkbox"/> Composite utility plans</li> </ul>	
7.	Payment Mechanism	

\*The following features must be drafted onto the project drawings for ODD to begin any relocation design:


- a. Curb & Gutter
  - i. Proposed alignment must be approved by BOE and/or Highway Dedication Group
- b. Driveways
- c. Curb ramps and landings
- d. Trees and tree wells
- e. Traffic signals, conduits and pullboxes
- f. Street lighting, conduits and pullboxes
- g. Fire hydrants
- h. Metered pedestals, conduits and pullboxes
- i. Proposed landscaped areas
- j. Property lines
- k. Street centerlines
- l. Concrete bus pads
- m. Stationing for all new facilities shown on plan
- n. Elevations and/or profiles whenever relevant

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**Overhead Design Standards & Construction/Maintenance References:**

These standards and references include, but are not limited to, the following:

Relocation Criteria	Design Reference/Standard
Sidewalk and Path of Travel Obstructions	LADBS – Ramps (P/BC 2-14-085)
AGF clearances within public ROW	LAMC – SEC 62.08
Driveways and Curb Ramps	Standard Plan (S-440-4) & (S-442-4)
California Code of Regulations	Cal/OSHA Title 8
California Public Utilities Commission - Overhead Electric Line Construction	General Order 95
LADWP Overhead Distribution Design	Overhead Standards (C100 – C900)

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