



## **Path of Travel Requirements**

The provisions of Section 11B-202.4 Exception 8 apply to existing buildings or facilities used as public buildings, public accommodations, commercial buildings, or public housing. When these buildings or facilities undergo alterations, structural repairs, or additions, an accessible path of travel must be provided to the specific area of construction.

When the adjusted construction cost of **alterations, structural repairs, or additions to existing buildings and facilities EXCEEDS a valuation threshold of \$209,208.00 \*\***, an accessible path of travel to the specific area of alteration or addition shall be provided. All elements along the path of travel shall meet full compliance with the current edition of the California Building Code.

When the adjusted construction cost of **alterations, structural repairs, or additions to existing buildings and facilities DOES NOT** exceed a valuation threshold of **\$209,208.00 \*\***, the cost of compliance with Section 11B-202.4 of the California Building Code shall be limited to 20% of the adjusted construction cost of alterations, structural repairs or additions.

If the alteration **DOES NOT** exceed a valuation threshold of **\$209,208.00 \*\***, please complete the attached worksheet, and prepare a site and floor plan of the existing and proposed accessibility improvements and submit them to the Building and Safety Division as part of your plan review. The worksheet and plans must be signed and approved prior to plan check approval and permit issuance. The worksheet and plans must be attached and made part of the Building Plans for reference.

In choosing which accessible elements to provide, priority should be given to those elements that will provide the greatest access in the following order:

1. An accessible entrance
2. An accessible route to the area of alteration, structural repair, or addition (see definition of accessible route Section 202 & 11B-206.2.1 for more information on accessible routes and site arrival points)
3. At least one accessible restroom for each sex serving the area of alteration, structural repair or addition
4. Accessible telephones, if provided, serving the area of alteration, structural repair, or addition
5. Accessible drinking fountains, if provided, serving the area of alteration, structural repair, or addition
6. When possible, additional accessible elements such as additional parking, storage, signs and alarms

**Informational Note:** Barrier removal is an ongoing obligation for ADA and this application does not exempt the applicant of any obligations to removing barriers in a reasonable time frame and by signing this report you understand that this 20% is for this addition/alteration alone.

\*\* Valuation threshold based on Department of State Architect Valuation Threshold effective January 19, 2026

<b>Project Address:</b>		<b>Application No.</b>	
<b>Project Description/Location:</b>		<b>Permit Valuation: \$</b>	
<b>Type:</b> <input type="checkbox"/> Alteration <input type="checkbox"/> Structural Repair <input type="checkbox"/> Addition		<b>Adjusted Cost of Accessible Upgrade: \$</b>	
<b>PATH OF TRAVEL REQUIREMENTS FOR AREA OF ALTERATION, STRUCTURAL REPAIR, OR ADDITION</b>			
Accessible Features	Does existing feature meet accessibility standards of Chapter 11B of the current CBC?	Will this feature be replaced or altered to meet Chapter 11B of the current CBC?	If so, how much will be spent to make this feature accessible?
1. Accessible entrance			\$
2. Accessible route to the altered area			\$
3. Accessible restroom for each sex or a unisex restroom serving the area			\$
4. Accessible telephones			\$
5. Accessible drinking fountains			\$
6. Other (Any of the below)			
A. Accessible parking spaces			\$
B. Signs			\$
C. Alarms			\$
D. Other:			\$
Cost of All Features Provided (A)	Summary of costs of Accessible Features Nos. 1-6 provided above		\$
Total Cost on Same Path of Travel (B)	Construction cost for all proposed work on this permit application <b>except</b> Accessible Features Nos. 1-6 provided above		\$
Percentage Upgrades Provided (A / B)	Cost of all Features Provided / Total Cost on Same Path of Travel <b>(Must meet minimum of 20%)</b>		\$
<b>Description of Access Features Provided:</b>			
<b>Applicant Certification</b>			
I certify that the above information is true and correct to the best of my knowledge and belief.			
Signature:		Date: / /	Company:
Name: (print)		Address:	
Title:		City, State Zip:	
Agent for:	<input type="checkbox"/> Owner <input type="checkbox"/> Architect <input type="checkbox"/> Engineer <input type="checkbox"/> Contractor		Phone No.:
<b>For Building Official Use Only</b>			
Approved by:		Title:	Date: / /

Permit Valuation – Permit valuations shall include total value of work, including materials and labor, for which the permit is being issued, such as electrical, gas, mechanical, plumbing equipment and permanent systems. If, in the opinion of the building official, the valuation is underestimated on the application, the permit shall be denied, unless the applicant can show detailed estimates to meet the approval of the building official. Final building permit valuation shall be set by the building official.

Adjusted Construction Cost - All costs directly related to the construction of a project, including labor, material, equipment, services, utilities, contractor financing, contractor overhead and profit, and construction management costs. The costs shall not be reduced by the value of components, assemblies, building equipment or construction not directly associated with accessibility or usability. The adjusted construction cost shall not include: project management fees and expenses, architectural and engineering fees, testing and inspection fees, and utility connection or service district fees

\*\*\*If an area has been altered without providing an accessible path of travel to that area, and subsequent alteration of that area or different area on the same path of travel are undertaken within three years of the original alteration, the total cost of alterations to the area that path of travel during the preceding three-year period shall be considered in determining whether the cost of making that path of travel accessible is disproportionate.