

City of St. Paul Department of Public Works  
Temporary Pedestrian Accessible Route (TPAR) Policy  
February 5, 2014

The need to create an inclusive environment for pedestrian facilities is required by the Americans with Disabilities Act of 1990, more specifically Titles II and III. When pedestrian facilities are impacted due to maintenance or construction, pedestrian accommodations must be provided to the maximum extent feasible. These accommodations may be made detectable and must have accessibility features up to the level of the disturbed route. Signage and devices, as necessary, must be provided to direct pedestrians safely through the work zone. To protect pedestrians and to provide a safe route through or around work zones, the Public Works Department for the City of St. Paul has developed the following policy.

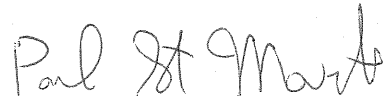
- When an existing pedestrian route is impacted by a short-duration or short-term work zone, as defined by the MN MUTCD Temporary Traffic Control Zone Layout Field Manual, that is attended with Project personnel, establishing an alternate pedestrian route may not be necessary if the work can be stopped and pedestrians can navigate the work zone safely to the satisfaction of the City. Pedestrians may be delayed for a short period of time for project personnel to move equipment and material to facilitate pedestrian passage. Work zone personnel may also provide assistance to the pedestrian as necessary, inclusive of those with disabilities.
- When sidewalks and/or trails are impacted such that they are closed for intermediate-term or long-term durations, as defined by the MN MUTCD Temporary Traffic Control Zone Layout Field Manual, the Contractor shall provide a Temporary Pedestrian Access Route (TPAR) plan to accommodate passage through or around the work zone. Said TPAR plan shall be provided to the City's Right-of-Way (ROW) Permit Section five working days in advance of the closure. If the plan is not provided five working days in advance of the needed closure, the closure will not be allowed and any delays shall be the sole responsibility of the Contractor.
- The preferred width of the TPAR shall be sixty inches (60"). If 60" cannot be provided along the entire route, the ROW Permit Section (651.266.6151) needs to be contacted. Access to businesses, transit stops and residences must be maintained.
- Unless absolutely necessary, intermediate-term or long-term concurrent sidewalk closures will not be allowed on adjacent sides of a street. If space allows, however, concrete (or other approved) barriers may be placed in the street to provide an access route. Sloped ramps constructed from existing sidewalk/curb to barriers must provide a smooth slip-resistant surface. Barriers, ramps, signage and other devices must meet MN MUTCD Guidelines and Public Right-of-Way Accessibility Guidelines (PROWAG) requirements.
- The Contractor is responsible for maintaining the TPAR and all required devices. Said maintenance shall be completed by personnel trained and Certified in Temporary Traffic Control (TTC) plans and devices.
- The Contractor shall provide the name and phone number of a person who can be contacted 24-hours a day for the purposes of taking corrective measures relative to the TPAR. Said contact shall be provided to the ROW Permit Section (651.266.6151) and shall be provided at the time of TPAR submittal.
- The Contractor shall refer to the MN MUTCD Chapter 6D and complete Figure 6D-1, Pedestrian Accessibility Check List, when sidewalk impacts will result in sidewalk

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closures of intermediate-term or long-term duration. Said checklist to be submitted to ROW Section upon request.

- Additional information regarding Guidelines for Accessible Public Rights-of-Way as adopted by the Minnesota Department of Transportation through Technical Memo 10-02-TR-01 can be found at:  
<http://www.dot.state.mn.us/trafficeng/workzone/ADA/PROWAG-Draft2005.pdf>.

Approved:



Paul St. Martin, P.E.

2-5-14

Date

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