

## **Special Provisions for Temporary Pedestrian Access Routes (During Ramp Construction)**

ROW requires a Street Closure permit for any work closing or impeding pedestrians from using the sidewalk.

**For every full sidewalk closure (exceeding 1 week), three things are required to receive a permit:**

1. A Temporary Traffic Control Plan/MPT Plan per PADOT 213.
2. An Engineer's report certifying TTC/MPT plans are accurate. *This report explains why a covered walkway (scaffolding) is needed (or not needed depending on what's being built).*
3. A completed Sidewalk Closure application that can be found on <http://www.philadelphiastreet.com/customer-service/downloads-and-links/>.

Guidance for the sidewalk closure and lane closure is provided in the Philadelphia Building Code Chapter 11-612.

Additional guidance can also be found in the Right of Way Improvement Standards Chapter 3 - Permit Standards, section 3-2-1(B) through (C).

## STREETS DEPARTMENT – SAMPLE ADA PEDESTRIAN SPECIAL PROVISION FOR CONSTRUCTION

*Following is the special provision used for Streets Department ADA Curb Ramp Contracts for providing Temporary Pedestrian Access Routes (TPAR) Plans for construction. Contractors should provide similar pedestrian access for all ADA curb ramp construction.*

### SPECIAL PROVISION - Temporary Pedestrian Access Route (TPAR) Plan Approvals

The Contractor shall submit a Temporary Pedestrian Access Route Plan (TPAR) for each of the 6 ADA Ramp & Sidewalk Closure Types listed below within 10 days maximum after the Notice to Proceed (NTP). Plans must comply with MUTCD revision 2009 including the 2012 supplements (FHWA). Plans require a signature and seal of a Professional Engineer licensed in the Commonwealth of Pennsylvania. Page 3 of this special provision shows MUTCD “Typical Application 29” TPAR plan as an illustration of the plan that must be submitted. Plans shall include all the Temporary Pedestrian devices required by MUTCD 2009 and must be ADA compliant. Page 4 of this special provision shows Typical TPAR Devices and requirements.

A meeting with the Contractor must be arranged by the Resident Engineer prior to and within 20 calendar days of the submission of TPAR plans to review them for approval. The Plans as submitted by the Contractor will be reviewed and must be approved before construction of the ramps begins.

Prior to the start of ramp construction and/or Demolition work at an intersection, the Contractor must submit the intended TPAR plan to be used at each ramp location to the Resident Engineer for approval for the intersection(s). The submission should identify which of the Temporary Pedestrian Access Route Plan (TPAR) Type(s) they intend to use for the intersection(s).

### Include the following TPAR:

- 1) **Full Single Corner Closure at one intersection** – *No Pedestrian Access* – Requires ADA Compliant Sidewalk Closed Cross Here Signs & Full Barricades closing the entire width of the sidewalk at corners to the East & West and/or North & South of the Work Zone. An ADA Compliant Audible Sensor Device is also required to warn the Vision Impaired.
- 2) **Full Two Corner Closure at one intersection** – *No Pedestrian Access* – Requires ADA Compliant Sidewalk Closed Cross Here Signs & Full Barricades closing the entire width of the sidewalk at corners to the East & West and/or North & South of the Work Zone. An ADA Compliant Audible Sensor Device is also required to warn the Vision Impaired.
- 3) **Partial Single Corner Closure at one intersection** – *Partial Pedestrian Access* – Requires ADA Compliant Sidewalk Closed Cross Here Signs & Barricades around the perimeter of the Work Zone where the Sidewalk is wide enough (minimum of 4 feet wider than the Excavation Perimeter Line) to allow Pedestrians to pass safely behind the Work Zone. Access shall be restricted during Jack Hammering and/or the Operation of Heavy Construction Equipment such as Backhoes & Loaders. An ADA Compliant Audible Sensor Device is also required to warn the Vision Impaired.

## **SPECIAL PROVISION - Temporary Pedestrian Access Route (TPAR) Plan Approvals (continued)**

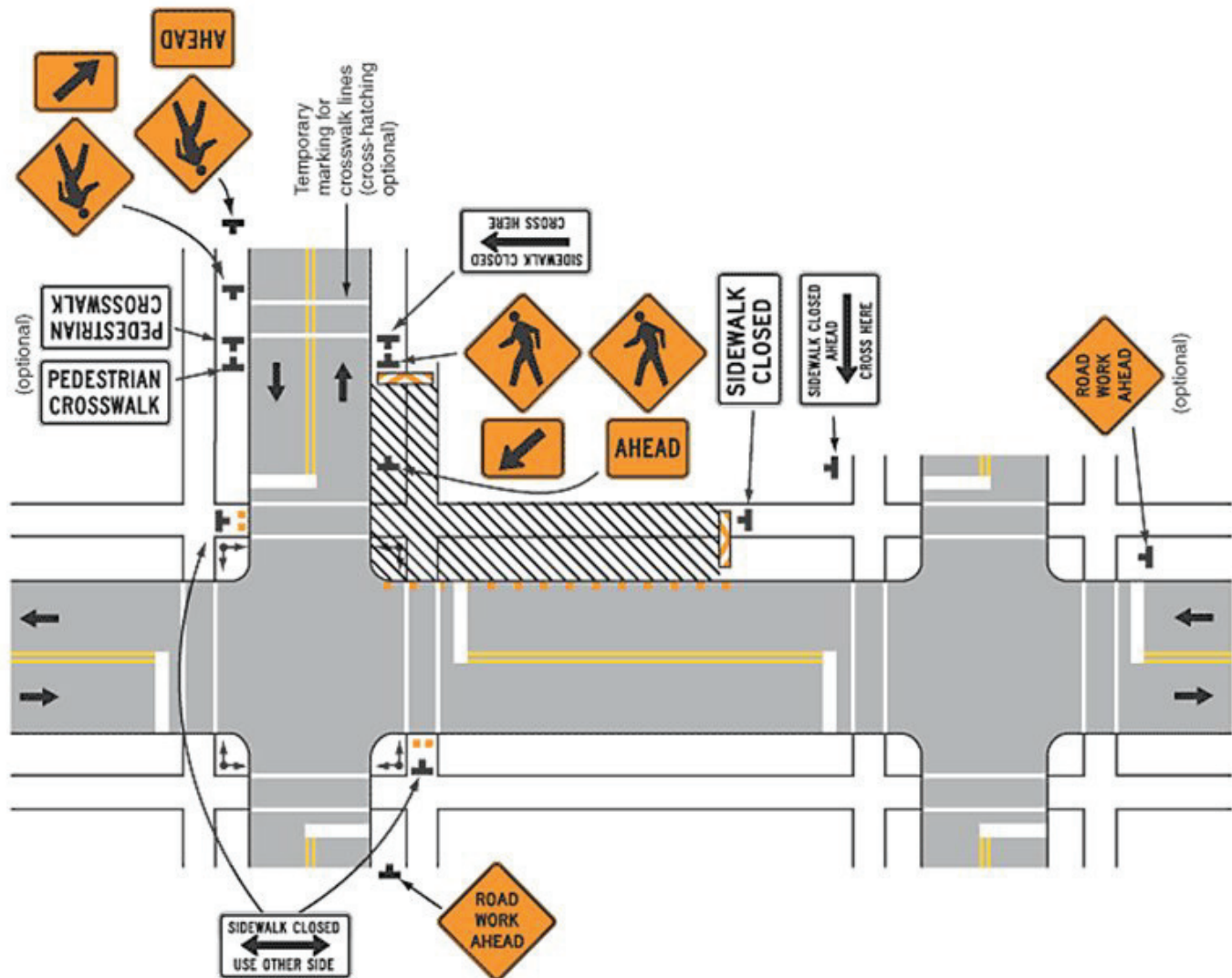
### **ADA Ramp & Sidewalk Closure Types:** (continued)

- 4) **Modified Full Single or Two Corner Closure at intersections (Ped Access moved to Roadway) – Limited Pedestrian Access** – Partial Pedestrian Access moved to the Roadway requires ADA Compliant Full Barricades, Arrow-boards & a Safety Cone Pattern for the Lane Closure. This also Requires ADA Compliant Sidewalk Closed Cross Here Signs at corners to the East & West or North & South. An ADA Compliant Audible Sensor Device is also required to warn the Vision Impaired. Wheel Chair & Walker Pedestrian access restricted to the corner cross walks only.
  
- 5) **Full Corner Closure with Sidewalks Access to Residence & Shops – Limited Pedestrian Access** – Partial Sidewalk is open to allow a Residence & Customer Access to Shops. The modified sidewalk shall be a minimum 36 inches wide as per the MUTCD (48 inches wide is preferred). Requires ADA Compliant Sidewalk Closed Cross Here Signs & Barricades across the closed portion of the Sidewalk. An ADA Compliant Audible Sensor Device is also required to warn the Vision Impaired that the Sidewalk is closed and to cross at this corner if you are not travelling to a Residence or to Shops. If the Barricaded Walkway extends the full length of the block or 200 feet or more there must also be a bump out section at mid-point that is a minimum of 60 inches wide by 120 inches long to allow pedestrians to pass.
  
- 6) **Full Two Corner Closure at Multiple and/or Alternate intersections – No Pedestrian Access** – Requires ADA Compliant Sidewalk Closed Cross Here Signs & Full Barricades closing the entire width of the sidewalk at corners to the East & West and/or North & South of the Work Zone. An ADA Compliant Audible Sensor Device is also required to warn the Vision Impaired.

## SPECIAL PROVISIONS

### SPECIAL PROVISION - Temporary Pedestrian Access Route (TPAR) Plan Approvals (continued)

Following is a sample TPAR plan, for condition #1 (full single corner closure), from MUTCD.



**Typical Application 29 – MUTCD 2009 – Section 6H.01**

**Notes for Figure 6H-29—Typical Application 29  
Crosswalk Closures and Pedestrian Detours**

**Standard:**

1. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.
2. Curb parking shall be prohibited for at least 50 feet in advance of the midblock crosswalk.

*Guidance:*

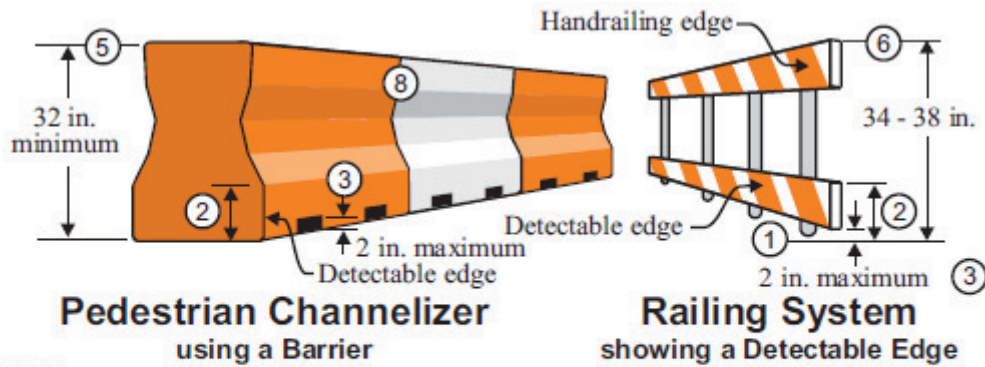
3. Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.
4. Pedestrian traffic signal displays controlling closed crosswalks should be covered or deactivated.

*Option:*

5. Street lighting may be considered.
6. Only the TTC devices related to pedestrians are shown. Other devices, such as lane closure signing or ROAD NARROWS signs, may be used to control vehicular traffic.
7. For nighttime closures, Type A Flashing warning lights may be used on barricades supporting signs and closing sidewalks.
8. Type C Steady-Burn or Type D 360-degree Steady-Burn warning lights may be used on channelizing devices separating the work space from vehicular traffic.
9. In order to maintain the systematic use of the fluorescent yellow-green background for pedestrian, bicycle, and school warning signs in a jurisdiction, the fluorescent yellow-green background for pedestrian, bicycle, and school warning signs may be used in TTC zones.

**SPECIAL PROVISION - Temporary Pedestrian Access Route (TPAR) Plan Approvals (continued)**

Following are some requirements on Typical TPAR ADA Accessible Devices approved for use, per MUTCD &MNDOT:



**NOTES:**

1. To prevent any tripping hazard to pedestrians, ballast shall be located behind or internal to the device. Any support on the front of the device shall not extend into the 48 in. minimum walkway clear space and shall have 0.5 in. maximum height above the walkway surface with approved beveling (see note #9 on page 6K-xxxi for beveling details).
2. Detectable edges for long canes shall be continuous and 6 in. min high above the walkway surface and have color or markings contrasting with the walkway surface.
3. Devices shall not block water drainage from the walkway. A gap height or opening from the walkway surface up to 2 in. maximum height is allowed for drainage purposes.
4. Railings or other objects may protrude a maximum of 4 in. into the walkway clear space when located 27 in. minimum above the walkway surface.
5. Longitudinal channelizing devices for pedestrians shall be 32 in. high or greater.
6. When hand guidance is required, the top rail or top surface shall:
  - be in a vertical plane perpendicular to the walkway above the detectable edge,
  - be continuous at a height of 34 to 38 in. above the walkway surface, and
  - be supported with minimal interference to the pedestrian's hands or fingers.
7. All devices shall be free of sharp or rough edges, and fasteners (bolts) shall be rounded to prevent harm to hands, arms or clothing of pedestrians.
8. All devices used to channelize pedestrian flow should interlock such that gaps do not allow pedestrians to stray from the channelized path.
9. Any pedestrian devices used to provide positive protection (traffic or hazard) for pedestrians or workers shall meet crashworthy requirements appropriate for the barriers' application.
10. Barricades shall be used to close the entire width of the walkway surface.
11. A walkway surface shall be firm, stable, and slip resistant.



**Typical TPAR Devices**

Refer to the MnDOT TPAR website for additional standards, guidance, and options for designing temporary pedestrian access routes.  
<http://www.dot.state.mn.us/trafficng/workzone/tpar.html>

Figure 6K-12