



Technical Services DIRECTIVE

SUBJECT Temporary Pedestrian Accessible Route Plans Required for Work Zones	FINAL NUMBER TSB17-01(D)	EFFECTIVE DATE 10/01/2017	VALIDATION DATE	SUPERSEDES or RESCINDS
TOPIC/PROGRAM Traffic Control Plan Design	WEB LINK(S) http://www.oregon.gov/ODOT/Engineering/Pages/Technical-Guidance.aspx APPROVED SIGNATURE Original signed by: Bob Pappé, P.E. Technical Services Manager / Chief Engineer			

PURPOSE

The purpose of this Technical Services Bulletin is to inform those responsible for the design and implementation of work zones of their obligations to include Temporary Pedestrian Accessible Routes. If pedestrians could travel through the area before the work zone is put in place, pedestrians, including people with disabilities, must be able to travel through or around the area once the work zone is in place. This requirement applies regardless of the type of facility or whether the facility has pedestrian features such as sidewalks. Temporary pedestrian routes through or around the work zone must be equivalent to or better than what existed for use before the work zone.

This obligation applies to all work zones included on any of the following:

- All work zones on or along the State Highway System, regardless of funding source.
- All work zones for projects funded by the federal-aid highway program.
- All work zones for projects that are contracted through ODOT. This includes projects off of the State Highway System.
- All work zones for projects delivered by ODOT work forces off the State Highway System.

The Maintenance and Operations Branch will lead the development of practices and procedures for maintenance forces and permitted third party work zones. Technical Services will lead the development of practices and procedures for STIP work zones.

GUIDANCE

ADA Regulations, the MUTCD and the ODOT ADA Settlement Agreement require ODOT to assure that all work zones accommodate pedestrians, including people with disabilities through or around the work zone if they could traverse that highway section before the work zone was established.

Every work zone currently requires some level of Traffic Control Plan (TCP). Each TCP should be appropriately scaled to fit the complexity of the work and duration of the work zone. For example, on a more complex project, the TCP requirement could be met by

including Temporary Traffic Control sheets in the contract plan set that cover specific work locations and details. For a less complex project, the TCP could be more generic, with only the inclusion of standard drawings in the plans. For work zones of 3 days or less, the TCP could consist of specific diagrams from the Oregon Temporary Traffic Control Handbook (OTTCH). TCPs are now required to include a separate component to address pedestrians, including people with disabilities, to assure access through or around the work zone on routes equivalent to or better than the routes that existed before the work zone is implemented.

DEFINITIONS

Traffic Control Plans (TCP) – A written and drawn plan for providing the safe and efficient movement of public traffic through or around a work zone while protecting workers, incident responders, and equipment.

Temporary Pedestrian Accessible Route (TPAR) - An individual route within or around the work zone, marked by appropriate signing, delineation and traffic control devices, for the use of pedestrians including people with disabilities to navigate through or around the work area, as appropriate. TPAR's are specific to locations and changing situations within the overall work area, and provide routes equivalent to or better than the routes used prior to the work zone. One or more TPAR are typically included as part of the traffic control plan for complex projects and those in locations with known pedestrian traffic.

Temporary Pedestrian Accessible Route Plan (TPARP) – The overall plan developed by ODOT to assure that if pedestrians, including people with disabilities could travel through the area before the work zone is put in place, they are able to travel through or around the area once the work zone is in place on routes equivalent to or better than what was available before the work zone was in place. The components of TPARP's are scalable to be appropriate for the complexity, location, duration and expectation of the presence of pedestrians, including people with disabilities in the work zone.

- A.** The TPARP for work zones where pedestrians, including people with disabilities are unlikely to be present or known to be only infrequently present, or the work zone is of very short duration may consist of as little as a written plan of a paragraph or more if appropriate that describes how the contractor/work forces will be aware of and assist pedestrians, including people with disabilities, through or around the work zone.
 - 1. When it is ODOT forces working within the work zone, the TPARP will direct the ODOT forces to develop and implement how they will provide pedestrian access through or around the work zone in ways equivalent to or better than what existed without the work zone.
 - 2. When it is third party workers using the work zone, the TPARP will direct the third party to develop and implement how they will provide pedestrian access through or around the work zone in ways equivalent to or better than what existed without the work zone.
- B.** The TPARP for STIP projects in urban areas or other areas of known pedestrian activity need to be more extensive and generally consists of the following:
 - 1. Outreach to the disabled community during project development to provide information of the upcoming project and work zones that may impact pedestrian traffic and to learn of any special or unique needs to be considered

for people with disabilities in the development of Temporary Pedestrian Accessible Routes. The Centers for Independent Living (CIL) around the state can assist in this outreach, helping with contact information and use of accessible communication formats. (Lisa Strader, ODOT ADA Program Manager 503-934-0414 or Lisa.B.Strader@odot.state.or.us can provide CIL contacts).

2. Coordination with local agencies to assure planned alternate routes are available.
3. Development of appropriate contract plans and specifications as part of the Traffic Control Plans that assure implementation and ongoing management of TPAR's that provide clearly marked and maintained routes for pedestrians including people with disabilities that are equivalent to or better than what existed before the work zone was in place.
4. Before and during the project, provide advance notice to the public, including persons with disabilities of establishment of work zones and changes to TPAR within the work zones.

RESOURCES:

Additional resources will continue to be developed. Specific details and guidance for the development of TPARP and individual TPAR for State Highway work zones are being included in the following resources:

- **ODOT Traffic Control Plans Design Manual** – available on the ODOT Traffic Control Plans Unit website:
<http://www.oregon.gov/ODOT/Engineering/Pages/TCP-Manual.aspx>
- **ODOT Standard Drawings and Standard Details** for Temporary Traffic Control – available on the ODOT Standard Drawings website:
<http://www.oregon.gov/ODOT/Engineering/Pages/Standards.aspx>
- **Oregon Temporary Traffic Control Handbook (OTTCH) and Errata** – available on the ODOT Traffic Control Plans Unit website:
<http://www.oregon.gov/ODOT/Engineering/Pages/OTTCH.aspx>
- **ODOT/APWA Standard Specifications for Construction** – available on the ODOT Specifications Unit website:
http://www.oregon.gov/ODOT/Business/Pages/Standard_Specifications.aspx

Contact the ODOT Work Zone Traffic Control group for additional information and assistance regarding Temporary Pedestrian Accessible Route Plans and individual Temporary Pedestrian Accessible Routes.

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