

Unit 15: Temporary Pedestrian Access Routes (TPAR)



Course Navigation Tips:

- To complete each lesson, you must interact with the audio narration at the top of each section.
- You may drag the toggle on the playback bar to the last 5 seconds and let it play. This will allow the system to note it as complete.
- You are encouraged to complete the entire unit before closing in case your progress is not saved.



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Start Audio Narration

In this Unit we will learn about *Temporary Pedestrian Access Routes*. They are commonly referred to as a "TPAR."

Temporary Pedestrian Access Route (TPAR) Definition

A TPAR is an area within a work zone, marked by signing, delineation and traffic control devices (TCD), for the use of pedestrians to navigate through or around the work area. The TPAR is included as part of the Traffic Control Plan (TCP).

A temporary pedestrian access route shall be provided when curb ramp work impacts pedestrian facilities or services by construction or construction staging. Pedestrian facilities and services include sidewalk/pathways, bus stops, and business entrances. 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 while the work zone is in place. This requirement applies regardless of the type of facility or whether the facility has pedestrian specific features, such as sidewalks. This ensures that pedestrians can navigate along the route during the disruption.



Example of a Temporary Pedestrian Access Route (TPAR).

When is a Temporary Pedestrian Access Route (TPAR) required?

ODOT's commitment to pedestrian transportation through and around highway work zones includes considerations for providing safe, efficient and accessible facilities for pedestrians. This obligation applies to all work zones included in any of the following:

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

Inspectors on ADA curb ramp projects need to be aware of the temporary pedestrian access route requirements.

- Is the route continuous and seems manageable for a disabled user?
- Are there visible barriers to accessibility?
- Does the route lead pedestrians into hazardous situations?

If at any point you are unsure if accessibility requirements are being met, reach out to the ODOT Region Construction Office to inform the project Resident Engineer of your concerns.

Temporary Pedestrian Access Route (TPAR) Key Components

- A level of accessibility **equal to or better** than the existing pedestrian facility.
- Accessible Features – Curb ramps, landing pads, traversable surfaces, manageable grades and cross slopes, etc.
- Detectable Warning Features – Textured pavements (e.g. “truncated domes”), detectable edges, curbs around fountains or pools, hazardous vehicular pathway warnings (e.g. bollards), pedestrian channelizing devices, audible indicators, etc.

Temporary Pedestrian Access Route (TPAR) Inspection

Inspectors on ADA curb ramp projects need to be aware of the TPAR requirements and inform the responsible party when discovering a TPAR that requires maintenance while the permanent curb ramp is constructed. For most cases, the project Resident Engineer is the responsible party that should be informed of any TPAR related deficiencies or maintenance needs. Follow the requirements and document as required in the contract plans. A curb ramp inspection form is not turned in for temporary curb ramps as described in the ADA Curb Ramp Inspection Form Submittal Guide.



Example of a temporary pedestrian ramp and detour signage.



Example of a Temporary Pedestrian Access Route with Channelizing

Temporary Pedestrian Access Route (TPAR) Resources

Manual on Uniform Traffic Control Devices (MUTCD)

The MUTCD Chapter 6D.01 includes guidance for pedestrians in work zones.

Link to *Manual on Uniform Traffic Control Devices (MUTCD)*

MUTCD

ODOT Traffic Control Plans Design Manual

The ODOT Traffic Control Plans Design Manual has guidance specific to Oregon on TPAR and how to accommodate pedestrians in work zones. The TCP Design Manual Chapter 3.3.4 covers TPAR's and accommodating pedestrians.

Link to *ODOT Traffic Control Plans Design Manual*

TCP MANUAL

ODOT Technical Services Bulletin, TSB17-01(D)

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.

Link to ODOT Technical Services Bulletin, TSB17-01(D)

TSB17-01(D)

Work Zone Standards Email

Contact the work zone standards email (WorkZoneStandards@odot.oregon.gov) for any questions or clarification.

Work Zone Standards Email

EMAIL

